

The Hongkong Telegraph

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January 26, 1915. Temperature 6 a.m. 64. 2 p.m. 62.
Humidity 82. 85.

January 26, 1915. Temperature 6 a.m. 59. 2 p.m. 60.
Humidity 79. 70.

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TUESDAY, JANUARY 26, 1915.

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SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TO-DAY'S

LATEST WAR TELEGRAMS.

PRAISE FOR H.M.S. NEW ZEALAND.

DOMINION PROUD OF THE WORK OF ITS GIFT SHIP.

German Version of the Sea Fight.

CLAIM TO HAVE SUNK BRITISH BATTLE-CRUISER.

[Reuter's Service to The "Telegraph."]

More Progress.

Jan. 25, 5.10 p.m.

A Paris communique says:—
We progressed slightly eastward of St. Georges.
On the rest of the front there have been artillery duels and intermittent gun-firing from the Lys to the Oise.
The enemy delivered a counter-attack at Berry-au-Bac, but was repulsed. The trenches in dispute remained in our possession.

Further Good Work.

We demolished several German works and shelters in Champagne.
Very lively rifle fire in Bois de la Gracie was checked by our artillery.
We completed the destruction of bridges at St. Mihiel.

Bavarians Captured.

In Lorraine we surprised and captured a detachment of Bavarians at Embermenil.
A thick fog prevails in the Vosges and in Alsace.

New Zealand High Commissioner's Congratulatory Telegram.

Jan. 25, 3.5 p.m.

The High Commissioner of New Zealand has sent a telegram of congratulation to the battle-cruiser New Zealand: "Well done, Halsey!"

"Prouder than Ever of the Mother Country."

The High Commissioner paid a great tribute to the work of the vessel. He said that such events mark a new era in the history of the Empire. The Dominions must rejoice that one of their representatives had been in the front rank against the foe. It would make the inhabitants of the Dominions prouder than ever of their connection with the Mother Country, and would inspire them to further efforts to shatter German designs. Thus the strong young States are taking a share in maintaining the integrity of the Empire. When the war is over, the new conditions will demand fresh measures.

German Version of North Sea Fight.

Jan. 25, 12.40 p.m.

Reuter's correspondent at Amsterdam reports that the German official statement as to the North Sea fight is as follows:—During an advance in the North Sea, the Seydlitz, Derfflinger, Moltke, and Blücher, accompanied by four small cruisers and two flotillas of destroyers, became engaged with a British force, consisting of five battle-cruisers, several small cruisers and twenty-six destroyers.

The British broke off the engagement after a three-hour fight, seventy miles west-north-west of Heligoland, and retreated.

According to the information available, one British battle-cruiser, and, on our side, the Blücher were sunk. All other German vessels returned to port.

Reuter's correspondent adds that, in connection with the German version, it is noteworthy that the British Admiralty announces that all British battle-cruisers are safe.

Interesting Figures.

[Official Telegram from the British Foreign Office.]

Some interesting figures published show a remarkable absence of typhoid among the British expeditionary force. There have been 212 cases since the beginning of the war and only 22 deaths.

TO-DAY'S WAR TELEGRAMS.

A Further Report.

It is reported from Melbourne that, on January 6, a British cruiser captured and sank a supply-ship to the German cruisers, her officers and men being taken prisoners.

French Reports.

[Official Telegram from the French Government, via Peking.]

On the 23rd the Germans, by a violent bombardment of the positions conquered by the Allies, paved the way for an attack, but were unable to deliver it, the Allies dispersing all gatherings of platoons and troops.

Infantry fighting is still proceeding in the St. Hubert-Fontaine Madame region on part of an advanced trench which has been taken, lost and retaken during 24 hours.

The French artillery compelled the enemy, near Ruitre, on the outskirts of Vermelles, to evacuate advanced trenches in the valley, destroyed several German guns and forced the enemy's aviators to turn back.

French infantry carried a trench east of Soissons.
In spite of muddy ground, the French troops progressed on their Right Wing in the Steinbach region. A German attack starting from Uffholtz conquered a French trench, but this was soon retaken by a vigorous counter-attack.

[Havas Telegram.]

Our artillery dispersed gatherings of German infantry when they were about to deliver an attack against ground previously conquered by us in the Nieuport-Lombardzyde region. Artillery fighting of intermittent intensity prevailed round Ypres. Our batteries were very effective in the Aisne Valley and from the Aisne to Argonne.

We carried a trench near Berry-au-Bac. A fierce infantry struggle is still prevailing in the St. Hubert and Fontaine Madame regions. We progressed on our Right Wing in the Hartmanns Weilerkopf regions, in spite of muddy ground.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Mr. Illingworth's Successor.

Jan. 25, 2.5 a.m.

It is officially announced that Mr. J. W. Gulland, Junior Lord of the Treasury and Scottish Whip since 1900, succeeds Mr. P. H. Illingworth as Chief Liberal Whip.

[Mr. Gulland, M.P. for Dumfriesshire, has been a corn merchant and a director of the Edinburgh Chamber of Commerce. He became lecturer on the Practice of Commerce in Heriot Watt College, Edinburgh. He is a member of the School Board and Town Council of the Scottish capital.]

Portuguese Cabinet Resigns.

Jan. 25, 3.40 a.m.

Reuter's correspondent at Lisbon states that the Portuguese Cabinet has resigned.

Germans and Austrians Again Repulsed.

Jan. 25, 3.40 a.m.

A Petrograd official communique states:—
On the right bank of the Vistula there were unimportant engagements on January 23, from Radzanova to the Vistula, in the region of Borjmo and Goumine, where a German attack was repulsed with loss. An attempted Austrian advance in the region of Isalski, in Galicia, was repulsed with heavy loss, while all day on the 22nd there was an artillery duel near Kimpolunga, in Bukovina.

Survivors of the Blücher.

Jan. 24, 9.55 p.m.

No British ship was lost, and the casualties among the personnel, as at present reported, are slight. H.M.S. Lion, which led the line, had only eleven wounded and none killed.

One hundred and twenty-three survivors of the Blücher were rescued, out of a crew of 885. Possibly more are saved.

No reports regarding any of the destroyer and light cruiser fighting have yet been received, though some has apparently taken place.

Bombs at La Boisselle.

Jan. 25, 2.5 a.m.

An evening official communique reports that the Germans heavily bombarded the district north of Zillebeke. There was a sharp fusillade near the Chateau Hermitage, but no infantry attacks. Some shells were fired into the town of Arras.

There was a fusillade north of Arras, and the enemy fired numerous bombs into La Boisselle, in the Albert region, but our artillery compelled him to cease fire. There was rather a sharp fusillade in the direction of Cerny.

LATEST WAR TELEGRAMS.

Struggle in Alsace.

The communique continues:—Fighting in the region of Four-de-Paris, in Argonne, is ended. We have maintained all our positions, except fifty metres of trench demolished by the enemy's heavy bombs. The struggle in Alsace continued to-day in the regions of Uffholtz and Hartmanns-Weilerkopf, where we are close to the enemy's entanglements. No further news of the fighting has yet been received.

British Bring Down German Aeroplane.

[Official Telegram from the British Foreign Office.]

Jan. 24.

The Admiralty makes the following announcement:—On the 22nd twelve or thirteen German aeroplanes appeared over Dunkirk and dropped bombs. No particular damage was done, except that a shed in the Docks was set on fire. Belgian, French and British airmen engaged the German aeroplanes, one of which was brought down by a British military machine just over the Belgian frontier. A German aeroplane pilot and passenger were captured. During the day visits were paid to Zeebrugge by Commander Davies and Lieutenant Richard Pears, 27 bombs being dropped on two submarines and on guns on the mole. It is believed that one submarine was damaged considerably, and that many casualties were caused amongst the gun crews. In making a flight before this attack, Commander Davies was surrounded by seven German aeroplanes, but eluded them. He was slightly wounded in the thigh on the way to Zeebrugge, but continued the flight and accomplished his mission.

Mohammedan Holy Places to be Protected by Allies.

Jan. 24.

An Imperial proclamation, declaring that the holy places of Islam will be protected by the Allies and permission given by the Viceroy allowing foodstuffs to be exported to Hadjaz, has been received with gratitude in India. Representatives of Jeddah, Lingah, Bahrain, Kuwait and Muscat have waited on the Governor of Bombay, and earnestly expressed their thanks.

TELEGRAMS

OBITUARY.

MR. ALEXANDER ELDER.

[Reuter's Service to The "Telegraph."]

London, Received Jan. 26.
Reuter reports the death of Mr. Alexander Elder, the well-known ship-owner.

THE SINKING OF THE NILE.

Some Further Details.

The Telegraph's Shanghai correspondent wired on January 12 that the P. and O. steamer Nile (6,700 tons, Captain Powell) struck a sunken rock off Uwakima Island, in the Inland Sea, while on her way to Kobe from Moji. The vessel immediately sent out a wireless asking for help. The Choshi Wireless Station received a wireless message of distress and at once telephoned to the Yokosuka Naval Station, which passed on the news to the Kure Naval Station. The Kobe Post Office also transmitted a wireless from the Choshi Wireless Station to the Hyogo Kencho, which at once notified the Ehime Kencho of the accident. Later the Kobe Agent received a telegram from the Fukuoka Maru (1,850 tons), on the Dairen line, to the effect that the Nile had sunk as a result of serious damage sustained, and that all the crew and passengers had been rescued.

A Kure message to the same paper reported that the Nile struck a sunken rock off Uwakima, in Iyo province, and at once applied by wireless to the Kure Naval Station for help. Two torpedo-boats were at once despatched to the scene of the disaster, and at the same time a message was sent to the First Squadron cruising in the district, ordering it to render assistance. The Squadron accordingly sent torpedo-boats and a destroyer.

An Osaka message to the Jiji says that the Fukuoka Maru sighted the Nile in distress and proceeded to the rescue. She succeeded in transferring the crew and passengers, numbering 170.

According to details received by the Agents of the P. & O. Co. from the Agency at Kobe, the Nile struck Hojiri Rock, off the island of Awashima, at 2.30 on the Monday morning, and made water. The Fukuoka Maru, a steamer of 400 tons, on the voyage from Dairen to Osaka, happened to be passing, and stood by in response to signals of distress, and the passengers—seventeen in all, including eleven women and children—were immediately transferred.

At 4.30 the Nile foundered rapidly and sank in thirty fathoms, the last boat leaving the steamer just as she sank. No lives were lost. The passengers and crew lost everything except the articles they were wearing.

At the time of the accident it was very dark, and rain was falling. Captain King was the pilot, and was on the bridge with the Second Officer at the time the vessel struck. It is stated that the behaviour of the passengers and crew, under such trying circumstances, was particularly good.

The passengers on board were:—
For Kobe: Bishop and Mrs. Foss and four children; Miss Hall and Miss Tapeon.
For Yokohama: Mr. and Mrs. Carey and child; Mr. and Mrs. Koch; Mr. and Mrs. Connolly; Dr. Ascherson; and Mr. Tyrell.

Dairen's Record.

On December 28 there were twenty-nine steamers in Dairen Harbour, which is believed to be a record for the port. The total cargo exported during the month of November was 122,000 tons; an increase of 24,800 tons over the exports for the month of October.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The Portuguese Cabinet has resigned.

The death is announced of Mr. Alexander Elder, the well-known shipowner.

The French surprised and captured a detachment of Bavarians in Lorraine.

Further progress by the Allies is revealed by the latest Paris communique.

Mr. Gulland succeeds the late Mr. Illingworth as the Chief Liberal Whip.

From the sunken cruiser Blücher 123 survivors have been rescued out of 885.

No British ship was lost in the North Sea action, and the casualties are reported to be slight.

An attempted Austrian advance in Galicia has been repulsed, with heavy losses, by the Russians.

The struggle in Alsace continues, and the French are now close to the enemy's wire entanglements.

The German official account of the North Sea action speaks of a British retreat and the sinking of a British battle-cruiser.

The fighting in the region of Four-de-Paris, in Argonne, has ended, the Allies maintaining all their positions except 50 metres of trench demolished by enemy bombs.

NEWS.

Further notes on the crisis appear on page 4.

Interesting war items will be found elsewhere.

The first of a series of articles on "Old Hongkong" appears on page 4.

General news and an article on "Von Moltke's Exit" appear on page 3.

"Our Contemporaries" appears on page 2, commercial news on page 9 and log book on page 6.

The "Milkmaid" Company is giving away some tins of thick, rich cream, particulars of which will be found on page 3.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

Thursday, January 27.

Opening of "The Grotesques" season: Theatre Royal—9.15 p.m.

Saturday, January 30.

Larson Fale, H.K. University. Distribution of Prizes, Diocesan School—11.30 a.m.

Tuesday, February 2.

The H.K. Land Investment and Agency Co., Ltd., Hongkong Central Estate and West Point Building Co., Ltd., meetings of shareholders—11.30 a.m. to noon.

Tuesday, February 9.

The H.K. Canton and Macao Steamboat Co., meeting of shareholders—noon.

GENERAL NEWS.

Sir E. Shackleton. Melbourne, December 16.—Sir Ernest Shackleton's ship, the Aurora, has sailed for Hobart, en route for the Antarctic.

Shanghai University. The closing day of the winter term of St. John's University will be Saturday, February 6. The competition drill and dress parade will be held at two o'clock, and the literary exercises at three o'clock.

Japanese Goods in Chosen. There is a tendency, says the Asahi, among foreign residents in Chosen to substitute Japanese for foreign articles, in consequence of the stoppage of the importation of the latter owing to the European war. The Phonyang Charity Hospital, under British management, has recently been using Japanese goods.

No Plague in Manchuria. The London and China Express observes that it is satisfactory to note that although plague has in the past year occurred in South China, India, Hongkong, Russia, Japan, America, and other parts of the world, not one case has been observed in Manchuria. This makes the fourth consecutive year in which this dread disease has not made its appearance in these provinces since the epidemic of 1910-11.

America's New Submarines. Washington, December 15.—Bids were to-day opened for the building of eight new submarines, one of which is to have a displacement of over 925 tons and a speed of 21 knots. There were only two bidders. The Electric Boat Company made the lowest offer for a big sea-going submarine, \$270,000; and the Lake Submarine Company bid the lowest for smaller harbour-defending craft, \$75,200 for a vessel of 289 tons.

Admiral Callaghan. Admiral Sir George Astley Callaghan, the new Commander-in-Chief at the North, entered the Royal Navy in December, 1865, and was 62 years of age on 21st ult. At the time of the war in China in 1900 he was commanding the Eadyonia on that Station, was landed in command of the Naval Brigade during the advance with the Allied Forces for the relief of the Legations in Peking, and was mentioned in despatches, receiving the O.B. for his services. In December, 1911, on St. Francis Bridgman's appointment as First Sea Lord, he became Commander-in-Chief of the Home Fleet, a post he held until Aug. 4 of this year, when, with fine patriotism and magnanimity, he relinquished it to a younger officer. Seditious Literature in the North.

The Taoyin of Shanghai has received a despatch from the Prefect of this district, stating that as most of the rebel publications are sent to outposts and abroad through the post office, he has been instructed by the Provincial Authorities to send detectives to examine mail matters; but as the post office is in charge of a foreign superintendent, the consent of the Chief of the Postal Department in the Ministry of Communications must be obtained before detectives can be sent. The Prefect asks for instructions. The Taoyin replies that he will communicate with the Postal Commissioner on the matter, and will instruct him as to the result.

Retirement of a Boat-dancer Partner. Mr. George Macdonald, partner in the firm of Boustead and Co., who, for a number of years, has been manager of the Penang branch, left for home recently on retirement from the firm. The Penang Gazette says that Mr. Macdonald, whose retirement was due to ill-health, came out to Malaya over a quarter of a century ago, joining Messrs. Boustead as an assistant. The greater part of the time he spent in Penang, becoming manager of the local branch on the return home of Mr. Yeats some five or six years ago. He was for several years chairman of the Penang Chamber of Commerce, in which capacity he rendered much useful service to the trade and commerce of the port. Sincere wishes for a speedy and complete restoration to health and many years of happy retirement accompany Mr. Macdonald from his many friends and admirers in the East. Mr. J. J. Benson succeeds to the management of the Penang branch.

NOTICE



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EXCLUSIVE AGENTS

MOUTRIE'S.

VON MOLTKE'S EXIT.

Reported Differences with German Emperor.

The Amsterdam correspondent of the Times telegraphed on December 12:—

The Handelsblad says it is informed from a special source that Count von Moltke's departure from the office of Chief of the General Staff was due to a difference of opinion between the German Emperor and himself. Von Moltke desired a plan of campaign which would concentrate the German efforts on breaking through the Allies' line at Verdun, and forcing the British Army to retire in a northerly direction. The Emperor, however, favoured the plan of breaking through to Calais, and his favourite, General von Falkenhayn, worked out the plan, with the well known results at Dixmude and Ypres and on the Yser.

At the present moment, adds the Handelsblad, there is only one Commander-in-Chief strong enough to be free from attacks by the Emperor's entourage, and that is von Hindenburg.

The confirmation of Lieutenant-General von Falkenhayn's appointment as Acting-Chief of the German General Staff appeared in the German papers. He retains the office of Minister of War. The official notice says that General von Moltke has completed his "œuvre" at Homburg and returned to Berlin, but is not yet well enough to go into the field. It is indicated that he will be given a fresh post as soon as his state of health permits. It appears, therefore, that General von Falkenhayn is to bear alone the responsibilities which in 1870 were shared by Moltke and Roon.

The German Press seems to have been instructed not to talk any more about a German offensive in Flanders, but to raise the question whether the German line can be broken, and to answer it in the negative. The military writers on Wednesday were using almost identical language. They laid special stress on the badness of the weather and the necessity of delay for an indefinite period. The Cologne Gazette even calls attention to the excellence of the French railway system, and, indeed, to "France's splendid defences."

The military correspondent of the Berliner Tageblatt says that Lord Kitchener no doubt has more burning wish than to obtain undisputed possession of the Channel coast, but that his experiences in South Africa and other considerations will not allow of an attempt to break through at the enormous cost which would be involved.

General Helmuth von Moltke, who is 66 years old, is a nephew of the famous Field-Marshal, and served under him for a few years as a captain in the German General Staff. He fought as a lieutenant in the Franco-German War. He has been Chief of the General Staff since 1906, and in the interval has seen a whole series of

Prussian Ministers of War come and go. Lieutenant-General von Falkenhayn is 53 years of age, and was appointed Prussian Minister of War rather unexpectedly last year, to take charge of the great Army Bill which was then passed. His predecessor, General von Heringer, had made his position practically impossible by promising that the Army Bill of 1912 would render further increase unnecessary and still more by acquiring for the War Office certain property in Berlin on terms which Parliament would not sanction. General von Falkenhayn had been Chief of the General Staff of the 16th Army Corps at Metz, but was best known for his work in China on the staff of Count Waldersee—the expedition on which the Emperor intrusted the Germans to make a name like that of the Huns under Attila. At a later date an attempt was made to get General von Falkenhayn sent back to China as head of a German military mission. He has the reputation of being extremely alert and what Prussian officers call *schnellig*, in outward appearance his line and active figure is in sharp contrast with the vast bulk of General von Moltke.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

SWEDISH SHIPS SEIZED.

High-handed Action by Germany Resented.

Copenhagen, Nov. 29.

German warships continue to make seizures of Swedish timber steamers in the Baltic, and it is now reported that three such steamers, bound for the neutral port of Rotterdam, were held up by the Germans yesterday.

The anger of the Swedish people is rising steadily. The Press calls attention to the striking difference between the courtesy of the British authorities to Sweden in respect of the iron-ore question and the attitude of Germany, which has not even answered the representations made by Sweden.—Central News.

Christiania, Nov. 27.

A message received from Antofagasta, Chile, states that the captain of the Norwegian vessel Helicon reports that a German cruiser stopped his vessel in Chilean waters and forced it to deliver over its cargo of coal. The Helicon was bound for a neutral port.

The captain adds that a big hole was made in the port side of the ship by the cruiser, and that the Helicon has in consequence had to be docked. The incident has caused a great sensation in Norway.—Exchange.

Prussian Ministers of War come and go.

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"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, TUESDAY, JANUARY 26, 1915.

ANOTHER PIRACY.

The "strong measures" which the Chinese Government was going to take, in the direction of putting down piracy, still seem to hang fire; and meanwhile another Hongkong boat has been robbed of goods to the value of \$4,500. That the piracy took place in Chinese waters happens, however, in this case, to make little difference; for, as will have been seen from the report in our last night's issue, the boat was robbed, not by thieves who attacked her from without but by her own passengers, as in the case of the Tai On. This stance gives the matter a more than ordinary interest where Hongkong folk are concerned, for it was from this port that the boat sailed.

How is it that the Hongkong authorities are content to offer so feeble a protest against the handiwork of ruffians from the mainland? Certainly the boat in question was Chinese-owned, and its skipper was a Chinese, but we presume that at least some of the persons who were robbed were British subjects, and had therefore a right to our Government's protection. The boat had two watchmen aboard, but they seem to have made a poor showing against the men who surrounded them and took away their weapons. We know, of course, that the masters of Chinese-owned craft, whether native or British, have been from time immemorial by their owners to offer no opposition to pirates, but simply to "pay up." That is a Chinese way of doing business which will not appeal to our readers. The British notion is, or used to be, that once cargo and passengers are on board, they are secure from interference, and that people who cannot refrain from interfering with the one or the other must be taught, by forcible measures, to repair their manners.

We have suggested many times what appears to be the only immediate way out of the piracy difficulty, as far as the Hongkong end of the matter is concerned. We venture to suggest, it once more, because we find British skippers of river boats blocking us up. Why not forbid any Chinese passenger to enter or leave the boats within an hour before the time of sailing? Many of the bad characters who would be likely to figure in such a robbery, as that committed on Sunday we know to the police and would be recognised at once. Our police force is not over-stuffed; we know, but it is large enough to admit of a certain number of men being told off for the sole work of searching thoroughly every out-going boat. Had the Tai On been so searched, the subsequent piracy could never have taken place, for the arms at least must have been discovered, even if the pirates escaped detection. Why will not the Government give such a measure at least a trial? If one hour be not long enough in which to make a thorough search, let it be two hours. Of course inconvenience would be caused to passengers, but better that than property stolen and lives endangered—or perhaps sacrificed. One other question. When, from time to time, some of these suspicious characters are caught, as sometimes they are, are the police empowered to take such measures with them as would lead to the apprehension of wealthy Chinese who, in some cases, are supporting the ruffian element and profiting thereby?

Kipling as a Journalist.

Kipling has, we understand, returned to journalism, for Home papers speak in glowing terms of his descriptive articles in the *Daily Telegraph*. The paper that gets his temporary services is certainly lucky—not only in being able to print work that comes from his pen but (nowadays) in having the wherewithal to pay his price, which is generally believed to be a "fancy one." That his articles will be widely read goes without saying—even by his detractors. And that such a man should have detractors seems inexplicable; just as inexplicable as the fact that, though he certainly has an enormous public, one meets dozens of people—alleged readers—who have never read him, or "don't care for" him. For one book that he sells, Miss Corelli, Mr. Hall Caine, Mr. Charles Garvice, "Rita" and company probably sell anything from ten to a hundred. This, presumably, is explained by the fact that it is chiefly the women who buy and read novels. But we have heard men speak against Kipling; they have found him dull, vulgar, ignorant of everything that concerns the soldier, very limited in his understanding of Indian affairs, and so forth.

Taklog Kipling Seriously.

Usually such people, when catechised on the point, will be found to have read perhaps one short story or one poem (preferably "The Absent-minded Beggar") of Kipling's, and to have heard that he once pooh-poohed cricket and football. We have never come across—and we doubt if we ever shall—a man who has read a dozen of his stories and an equal number of his poems, and yet has failed to recognise and appreciate their writer's genius. His most loyal admirers will not deny that once or twice he has written matter that was not worthy of him; but his worst is usually better than most folk's best and, in putting forth his weaker publications he was doubtless bearing the British mental capacity in mind. Of one thing we are very sure; and that is that any dozen of the world's recognised literary critics would place his fiction, as a whole, on a higher level than anything in that line that England has produced since Thackeray's time, and would esteem much of his verse as the strongest modern British poetry. Kipling knows men, and because he has let that fact leak out, he has given offence in high places. But we can hardly believe that that will worry him much.

The Mandarin Language in the South.

Our Canton correspondent writes that the private and Government schools in the Kwangtung Province have received orders to the effect that henceforth Mandarin must be taught to the pupils. The reason assigned is that there are so many dialects in the Province that the transaction of Government business is seriously impeded. This is a forward movement on which Kwangtung may congratulate itself, and one which non-Chinese-speaking Britishers who have occasion to do business in Canton from time to time will fully appreciate. Hitherto the European who is moving about the Province or even in the city of Canton has felt to want quite a staff of interpreters; and if the diversity of tongues was awkward for strangers it was a hundred times more so for people intimately concerned with the government of the district. Northern Chinese who visit Canton will also welcome the new regulation.

Pistol Accident.

A Japanese, named Tomosuke Yindo, has been admitted to the Government Civil Hospital suffering from a rather serious wound in the throat. The injured man, who lives at 183, Queen's Road East, was explaining to his wife and a friend the working of an automatic pistol, when it went off and inflicted the wound.

Tax Boiler Affair.

On Saturday morning a small fire broke out in Canton Road, involving a tax boiler which was being used by the P.W.D. in treating the roads. The boiler became over-heated, and burst into flames. The alarm was given to the Police, but before they arrived on the spot with a despatch cart and hose, the fire had been extinguished.

DAY BY DAY.

HAPPINESS QUITE UNSHARED
CAN SCARCELY BE CALLED HAPPINESS; IT HAS NO TASTE.—Gaskell

The Weather.
Lower level 8 a.m. Temp 66; clear.
At the Peak 8 a.m. Temp 57; clear.

The Mails.
European Mail.—Due per s.s. Melanesia to-day.
Siberian Mail.—Closed per s.s. Tenyo Maru to-day at 11 a.m.
Siberian Mail.—Closes to-morrow per s.s. Oriental at 4 p.m.
Canadian Mail.—Closes per s.s. Canifa to-morrow at 2 p.m.

Count the Columns.
Yesterday the *Telegraph* published 33 columns of solid reading matter. To-day there will be 34 published.

The Dollar.
The rate of the dollar on demand to-day is 1s 9.3-16d.

Kaiser's Birthday.
To-morrow is the birthday of the Emperor Wilhelm II of Germany, who was born in 1859.

Who Stole the Chickens?
A richie coolie has reported to the police the theft from his master's fowl-run of six chickens, valued at \$12.

Free Cream.
The "Milkmaid" Company is giving away some tins of thick rich cream, particulars of which will be found on page 3.

Whale near Hongkong.
We are informed that, on January 22, a whale was seen "blowing" near Ling Ting Island, some twelve miles out of Hongkong.

Drunken Indian.
At the Police Court, this morning, an Indian watchman of the Canton and Kowloon Railway was fined \$50 for being drunk and disorderly.

Suspected Case of Suicide.
The body of a Chinese woman has been sent to the Public Mortuary. Aged twenty-five years, she is said to have committed suicide by hanging.

Railway Lights Stolen.
Mr. Aslett, travelling inspector of the Canton-Kowloon Railway, has reported to the police the theft, from a coach belonging to the railway, of electric light bulbs to the value of \$40.

Haven't Come Back.
A Chinese merchant, of Wing Lok Street, entrusted two of his foks with sums of money amounting to \$2,500, in bank notes, to change at a money changer's. The foks have not returned.

Pocket Picked.
A Chinese shopkeeper, of the Old Post Office Building, Queen's Road Central, has complained to the Police that, while he was walking in Queen's Road, \$46 in notes were stolen from his pocket.

Colony's Health.
Last week there were three cases of diphtheria and one each of enteric and small-pox notified. All were fatal save the last named, in which the sufferer was a Japanese. The other cases were Chinese.

Sent to Gaol.
A Chinese charged at the Police Court, this morning, with larceny and unlawful possession of two tons of yam, the property of Mr. Greenfield, was sentenced to a month's imprisonment on each charge.

Undesirable Visitor.
Mr. Clark, of Messrs. J. D. Humphreys and Sons, Alexandra Buildings, has reported to the police that some person entered the office by means of the verandah, the door of which he forced, and stole four brass plugs from the sink, valued at \$20.

Injured in the Sunderland Attack.
Among the injured in Scarborough are Mrs. Bell-Iving and Miss Lea, both visitors staying on the Esplanade, South Cliff, a fashionable parade which fronts the sea, and which came in for particular attention from the German ships. A shell struck the house and burst inside, causing general havoc to the fabric and the furniture, and the two ladies were so terribly injured that in each case the amputation of a leg was necessary. Both are progressing favourably.

NOTES ON THE CRISIS.

THE NORTH SEA BATTLE.

The German Fleet Which Ran Away.

What has been aptly spoken of as the Great Monotony has at length been broken. The news which came to hand yesterday showed that there had been something very much more than "a certain liveliness" in the North Sea. The Kaiser had sent forth the biggest naval force which has yet ventured out of the Kiel Canal since war began. It was sent out to justify its existence. It turned tail at first sight of the enemy, and managed to limp home shorn of one of its finest units and with another brace badly crippled. We may be sure that the Squadron sallied forth with a great flare of trumpets and that the people were nicely schooled to get ready for glorious news of another invasion of England. We can imagine what the homecoming was like, and we may be permitted to wonder what the German people think of their Navy now. We know what to think about it, of course. It is a very useful instrument for bombing fashionable watering-places when the enemy is not about. But let British warships appear above the horizon and it immediately turns nose for home, puts on a full head of steam and dashes off. Its utility for purposes of invasion is, like that of the German Army, nil. It is even worse than the Army from the other standpoint: it cannot put up a good defensive fight; it is expert only at one thing—running away.

Accquaintances Renewed.
There can be little doubt that the recent uninterrupted visit to Scarborough and the subsequent aerial visit to other points on the east coast of England tempted the Germans to endeavour to go one better. But this time they knocked up against two regular British sea-dogs in Rear Admiral Sir David Beatty and Commander Tyrwhitt, whose acquaintance another portion of the German Fleet had previously made in the battle of Heligoland Bight. It will be recalled that on that occasion Rear Admiral Beatty, on board the Lion, led the Battle Cruiser Squadron to the assistance of the smaller vessels fighting against the German cruisers and destroyers amid a sea of mines. The *Arctura*, of historic name, was one of those smaller craft and was in charge of Commander Tyrwhitt, and, after sending two German cruisers limping home and engaging others, this boat was able to land a hand in the sinking of the Mainz. The sancy *Arctura* was herself badly damaged, but she was able to get safely away. She took no part in this latest success, but it is noteworthy that the Lion has again come in for a big share of the honours.

The German Version.
The Berlin version of the action fully maintains the reputation which the Germans have gained for wilfully distorting facts. There is no mention of the hurried dash for home when the British ships were sighted, and the circumstance of our squadron having wisely refrained from running into a sea of mines is conveniently described as a "retreat." But that is not all. The loss of the *Blucher* is set off by the observation that "according to information available" one of our battle-cruisers was sent to the bottom. The facts are, of course, that no British ship was lost, whereas we accounted for one of the finest boats in the German Navy—a boat which on her trials did the remarkably good speed of 25.88 knots. Still, we are prepared for stories of this kind—it is all on a par with the German campaign of unblinking perversion.

C.P.R. Buying Cargo Boats.
Some very high prices, relatively speaking, are being paid for ships under construction and nearing completion, and also for second-hand tonnage. The Canadian Pacific Railway, it is understood, has bought two large cargo ships which are under construction on the Clyde.

OLD HONGKONG.

TO-DAY'S NOTEWORTHY ANNIVERSARY.

Leaves from a History of the Colony.

Seventy-four years ago this month, on January 20, 1841, Capt. Elliot announced the cession of Hongkong to the British, and 74 years ago to-day the Colony was formally taken over by representatives of Her Majesty the Queen. The ceremony would appear to have been as informal as it well could have been, for all history tells us that the first landing party disembarked upon Possession Mount and drank the health of the Queen and gave the usual cheers. The next day the Union Jack was hoisted over the Island and so small an affair did it seem that there is not even a clear idea existing as to who hoisted the flag. The gentleman usually credited with this noteworthy performance afterwards denied ever having done it.

As We Found It.
Hongkong, as the new owners found it, must have been the reverse of inspiring. There were about five thousand inhabitants on the island; they had a village where Victoria now finds itself and, of course, there were also those round the island which even now exist. The colonising instinct was very strong at the time, and the first land sale of the Colony took place in June of the first year of British possession. It was held at a time when the Government had not properly surveyed the land and in the next year, when a rising population had called for further housing and consequently given rise to the formidable boundary disputes that sometimes perplex judges at Home, a Commission was appointed to define and mark out locations which had been sold.

Queen's Road.
The appointment of the Commission was interesting in another way. Queen's Road, as we know it now, does not appear to have been the product of a town planner but rather the offspring of chance, for the Governor found it necessary at the same time to instruct the Commission to settle the direction and breadth of Queen's Road and, indeed, all the public roads, but it seems that at that time the only road worth mentioning was Queen's Road and that it had not been decided whether it should lead. By this time the population had risen to 20,000 "quiet, cheerful, and industrious Chinese," as the reports say, but it is worthy of note that however quiet and industrious the new British subjects were, their quietness was merely a cloak for all sorts of nefarious practices.

The Night-Watchman System.
The first buildings for the Government to put up were the Magistracy and the Gaol, and while these were merely for the punishment of evil-doers it is not a little amusing to learn of the various methods adopted to put down night thieving. One of the first was the use of the watchman, and, even as now, he oft-times fell asleep. To prevent this, he was provided with two pieces of bamboo which he would strike together at intervals throughout the night to inform his employer, if indeed he were awake, that his servant was about and doing. This did not put a stop to the thieves, who, in addition to parading the goods of lesser fry, levied upon the goods of the Chief Magistrate and the Governor himself. In fact, so bad were things at this time that an "Old Stager" wrote in a local paper suggesting that those who did not want their belongings stolen should look their boxes and nail them to the floor, taking also good care to go to bed with a loaded pistol under their pillows. It was not as though the punishment meted out to those caught was not sufficient, for the whipping post situated outside the old Harbour Office was well used, and in a very short time further steps were taken to deal with the matter.

Street Lighting by Lanterns.
Hongkong street lighting never was particularly brilliant, but there was a time when it did not exist. Even when robbery

SEQUEL TO ROBBERY.

Four Chinese in Court.

At the Police Court, this morning, before Mr. Hazeland, four Chinese were charged with an attempted armed robbery at 12, Praya East, on Saturday night. In the course of the attempt it is alleged they stabbed and wounded a Japanese and two Chinese, who are now in hospital. One man pleaded guilty to both the attempted armed robbery and the stabbing and wounding. The second man said he was led there by the first defendant, and the other two denied the offences. The case was adjourned for a week.

CHINESE ENGINEERING & MINING CO. LD.

Points from the Annual Report

The report for the year ended June 30, 1914, the gross profit of the Kailan Mining Administration amounted to \$4,786,258. After making provision for one year's interest on the 6 per cent. Kailan bonds, \$1,230; redemption of bonds for the year to June 30, \$24,000; reserve for depreciation, \$717,938; the proportion of profit to which the Chihli Provincial Government is entitled, \$91,023, and other items, there remains a net profit of \$2,928,385, which is divisible as follows:—60 per cent. to this company and 40 per cent. to the Lanchow Mining Company, Ltd. The amount brought to the credit of the profit and loss account, including interest in China, less certain small expenses, is \$1,603,559. Interest in Europe and other items bring up the total credit to \$1,778,809. After deducting administration and other expenses in Europe, and writing off \$11,914, being the balance of the preliminary expenses account, there remains a net profit of \$1,556,895. Adding \$5,854 forward, and deducting \$9,245 for income-tax, there remains \$1,552,269. The Board proposes a further dividend of 5 per cent. (making 10 per cent. for the year), and that \$52,268 be carried forward. The total sales of coal amounted to 2,411,038 tons.

Death of Sir J. Barker.
Sir John Barker, Bart., died at his residence at Bishops Stortford last month. Deceased, who was 74 years of age, was the founder and chairman of John Barker and Co., Kensington, and chairman of Paquin, Ltd., Paris. He sat for some time as Liberal member for Penryn and Falmouth. In 1900 he was returned for Maidstone, but was unseated on petition. Later Sir John went in for the breeding of polo ponies, at which he was very successful, taking numbers of prizes at various shows.

was at its highest, this form of prevention was not resorted to until the establishment of a corps of Indian night watchmen had failed to prove as beneficial as was at first anticipated. When street lighting did come about it was not a Government venture, for the Governor called on all householders, under pains and penalties, to place a lighted lantern outside their doors from sunset to sunrise.

All this time the Chinese watchman had gone his rounds at night striking his bamboo, keeping his employer informed as to his faithfulness to his post, and also warning any likely thief of his approach. The custom, however, came to an end, not because of its absurdity, but by reason of the fact that it interfered with the rest of one of the powers-that-was, whose name has been given to one of the principal thoroughfares of the city, which by this time had changed its original name of Queen's Town for the one which it now bears. Though there were many who protested at this stopping of a method of prevention of crime, their objections were of no avail and the wish of the man on top carried the day.
(To be continued.)

THE SHIPPING CASE.

Further Argument in the Full Court.

In the Full Court, to-day, before Sir William Rees Davies (Chief Justice) and Mr. Justice Gompertz (Puisne Judge) the case was continued in which Sam Bee and Company were the plaintiffs and the Flensburg Dampfbootbau Gesellschaft von 1869 the defendants in an action in connection with which there was an application: (1) for the return of the sum of \$14,000 paid by the plaintiffs to Messrs. Deacon, Looker, Deacon and Harston on behalf of the defendants to obtain the release of 1,168 bags of sugar, the property of the plaintiffs and then on board the defendants' steamship *Sixia* in the port of Swatow and which sugar the defendants wrongfully refused to deliver to the plaintiffs or their order; (2) for a declaration that the defendants were not entitled to a lien or charge upon the said 1,168 bags of sugar for the payment of any sums due or alleged to be due to the defendants under a time charter party entered into between the defendants and Mnn Sing and Company; (3) damages for wrongful detention of the said 1,168 bags of sugar.

Mr. Eldon Potter, instructed by Mr. Crow, of Messrs. Hastings and Hastings, appeared for the plaintiff to make the application. The Chief Justice said that a statement had been attributed to him which conveyed a different meaning to what he had intended in relation to the laws of England and the laws of Hongkong. What he said was that he had frequently had contentions with Sir Francis Pigott on the subject and had often lamented that the laws of England were not considered good enough for Hongkong.

Mr. Potter continued his argument, and said that he would be able to satisfy their Lordships that the company, through their agents, Messrs. Siemens, had performed a most material part of the corporation's business in the Colony and not only in the Colony, but also in China. Also, as far as the two boats were concerned, the German company's business in the Far East was confined to two ships which were operated in eastern waters solely on charter, and he was willing to assume the correctness of Messrs. Deacon, Looker and Deacon's letter on the point, that Messrs. Siemens were not able to finally fix the charter without reference to the company in Germany. He would be able to prove that Messrs. Siemens did everything here, to the actual signing of the charter, a broker went to Siemens, arranged terms, and what the charter should be.

The Puisne Judge: "I do not think we can very well take that. Mr. Potter replied that he could put this in evidence in the form of an affidavit from a European broker, and he did not think their Lordships would put him out of Court without allowing him to file this evidence."

The Puisne Judge remarked that Mr. Potter's statement could be more or less covered from the correspondence, but he thought Mr. Potter had better put it on affidavit.

Mr. Potter submitted that Siemens' action in arranging charters right up to the point when they were signed, must be the action of an agent doing the corporation's business, as distinct from his own. Siemens acted throughout as the corporation would act if it were in Hongkong. They were able, in addition to this, to hold up the cargo and refuse to deliver and were able to hold up the ship at Swatow. The owner himself could not do any more, for Siemens carried out the charter and enforced the performance of all its clauses. According to the correspondence and the Swatow agents, Messrs. Siemens had power to settle the whole dispute. He put his case so high as to say that if the agents here had power to sign the charter, the whole of their business would have been conducted in Hongkong.

Their Lordships, after hearing further argument, reserved judgment.

MORE GERMAN LIES.

"News" Served up for Chinese Readers.

Below we give further translations of war news from the *Hsing-min Pao*, supplied from German sources:—

Shifting the Blame.
"How England broke the neutrality of Belgium and Belgium broke its own neutrality." (This article, which consists of the familiar tales about a secret document found by the Germans at Brussels with an arrangement made between Great Britain and Belgium in 1906, is a reprint from the *Hsieh ho Pao*, published at the offices of the *Ostasiatischer Lloyd*, Shanghai.)

German Accusations Against Belgium.

Despatch from the German Consul-General:—H.I.G.M. Consul-General at Shanghai, Kuipke, to the Commissioner of Foreign Affairs for the Province of Kiangsu in the Republic of China, dated October 23rd, 1914:—

I have come to my notice that there appears in the *Hsin wen*, the *Shen Pao* and the *Shih Pao* a letter from the Belgian Acting Consul-General stating that the German troops in Belgium have acted in a way contrary to the principles of humanity. The Germans at Shanghai are convinced from what they have seen and know that everybody in the world knows of the German civilization (or *Kultur*) and that they could not act in such a way. Moreover, the German Government has investigated the matter, and the following announcement appears in the German Government Gazette:—

"The Belgians are now vilifying the German soldiers and saying that they have acted contrary to principles of humanity. These arguments of the Belgians may be the product of a highly heated imagination or shameless fabrications. The German Government has, however, made an investigation and has definitely established, by incontrovertible proofs, such facts as the slaughtering of sleeping German soldiers by Belgian women, the digging out of the eyes of wounded Germans by the Belgians, and the shooting from windows at passing German troops by Belgian women. The German Government has now cited these instances of breach of the law of nations and has entered a protest with the neutral Powers."

The wording of the letter of the Belgian Consul that I have cited bears internal evidence of its falsity, and a child would not believe it—how much less would a grown man, who knows of the *Kultur* of the Germans, lend it credence?

People of the neutral nations and representatives of the American press have met at the battlefields and have investigated the charges against the Germans of breaking the law of nations, and found that they are all wilful fabrications without the least foundation, as they themselves are prepared to guarantee, and the result of their investigations has been published in the Shanghai *Ostasiatischer Lloyd*.

I would mention that the *North China Daily News*—a foreign paper, an English paper—also received a similar letter from the Belgian Consul, but after careful consideration did not print it. This can be proved by a perusal of the Notes and Comments and of the editorial articles in recent numbers of the *N. C. Daily News*. If an English paper does not print such a thing, how can the paper of a neutral country do so?

Up to the present I have not sent a single letter to the Chinese press asking them to announce to the Chinese people the cruelties and enormities practiced by the Belgian women on wounded German soldiers. Now, however, as the Belgian Consul has embarked on this extraordinary campaign, even though it is quite contrary to my wishes to engage in a war of recrimination in the press, none the less, as the Belgian Consul, in accordance with the orders of his Government, has thus infringed international comity, he forces me to take counteracting measures. I would therefore ask you to investigate the matter and

order the three papers to insert an immediate correction. The Goeben and the Breslau. Telegram from Berlin.—The Turkish cruiser *Mai-ti-li* (late Goeben) again bombarded Sebastopol, a Russian port on the Black Sea.

A Moslem Rising.
The Turkish Government Gazette announces that the cruiser *Sai-li-mei-ch'eng* (late Breslau) bombarded Fatum in October. Owing to fire breaking out, the reply of the land batteries was totally ineffective. Reliable reports received at Constantinople state that the Moslems of the Caucasus have revolted and that Russia has sent 50,000 troops to subjugate them. The Moslems of Transcaucasia are all seconding Turkey in resisting Russia.

London Bombarded; Russian Army Beaten.

Berlin telegram.—The bombardment by German cruisers of the coast of England at London and the victory of the German army in Poland happened on the same day. The announcement from General Headquarters has been received with universal acclamation. Complete details are not yet to hand, but it is certain that the Russian Army is absolutely defeated and has been driven north. From the news that has been received, it is clear that after this great German victory, the eastern regions need have no more fear of hostile invasion, while the Austrians should be able to advance peacefully. This victory has great political significance, and probably certain countries that are looking on will, after this signal defeat, make up their minds.

When the German men-of-war attacked the British coast at London, British destroyers drove them off. The German men-of-war sank two of them, and severely damaged one.

Russian General Killed.
The famous Russian general, Wei-li-shih-ch'ia-ko-fu, who formerly commanded at Port Arthur, has been killed in an action at Lodz.

On the Way to Suez.
According to news from Lo-p'o-eh (?) in Italy, the Turkish army is now only 15 miles from the Suez Canal.

A Rebuke.
The Russian paper *Ko-jo-ya* (?) printed at Paris, rebukes the hypocrisy of the pretence of the Russian journals that the present war is for the relief of suffering peoples.

British Disunion.
The *Hsing-min Pao* of December 27 printed in extenso a literal translation of the London *Morning Post's* leading article of October 13, ("The Antwerp Blander") under the heading "British newspaper attacks the British Government for the failure of its plans for the relief of Antwerp."

A Combination the Germans Cannot Withstand.

The *Journal du Nord de la France*, in an article on the protection of the German trenches by means of barbed wire entanglements, relates how Scottish troops advanced a few days ago to capture the formidable tangle of H—under a murderous fire.

Not a man fell back. "The British soldier," says the journal, "is wonderful. He is a slave to duty. For him to retreat he must be ordered to do so, and these Scotsmen were prepared to give their lives to the last man. They were joined in the assault on the enemy's trenches by a detachment of Indians, who slipped like cats under the barbed wire, their kukris in their right hands, uttering their weird war cries. Soon the British troops leap into the trenches. The quickfiring guns work, rifles are silent. Terror-stricken, the Germans try to flee. The exhortations of their officers are lost in the tumult of carnage. The combatants roll in water and blood. The vanquished implore their slayers in a tongue they do not understand. The Indians cut and slash, and the frightful struggles continue through the night. The Germans are no longer men, they have in their eyes the fixedness of madness, and tremble with terror. They have lost arms and legs. The spectacle of the German trench is indescribable."

DAIRY FARM NEWS.

FISH.

WE HAVE RECEIVED A NEW SHIPMENT OF

SELECTED

FINNAN HADDOCKS,
FILLET HADDOCKS

AND

KIPPERS.

"THANKS, WILLIAM!"

French Press Views of the Egyptian Annexation.

Paris, Dec. 10.

All the newspapers this morning comment very favourably on the declaration of a British Protectorate in Egypt.

The *Echo de Paris* says:—"Our British friends are reaping the fruits of the inestimable work which Edward VII. and M. Delcasse did, in 1904. We congratulate them cordially. It is certain that their action will be welcomed as of happy omen by all the peoples and races concerned—Arab, Mussulman, and Christian alike."

The *Matin* remarks that, "thanks to the domineering monomania of one man, which has been overcome by the unanimous revolt of the civilised peoples, all pending questions are about to be settled. Thanks, William!"

The *Gaulois* greets the British Protectorate as follows:—"By proclaiming a protectorate Great Britain deals Turkish prestige in the East a decided blow. She is showing the Turks that the Triple Entente Power, were hardly mistaken when they warned the Turkish Government that their alliance with Austria and Germany would result in the dismemberment of their tottering empire. It must be expected Great Britain's step will create a profound impression in Constantinople, and give a further impulse to the growing movement among the Turks against a suicidal war that is disastrous to their interests."

Commenting upon the proclamation of a French Protectorate over Morocco, the *Figaro* says:—"The noble attitude and loyalty of England have demonstrated to neutral the justice of our cause."

The *Petit Parisien* declares that there is no doubt that the Protectorates will at once be recognised by Great Britain's Allies, negotiations to that end having been concluded some days ago. The *Journal* adds, "The adherence of the neutral Powers is certain. The game was won before it was played."

Rome, December 18.
The proclamation of the British Protectorate over Egypt has caused no surprise here. Italy, having large interests in Egypt and one of the most numerous colonies there, rejoices at the measure which, through the greater prosperity and stability of Egypt, will mean greater advantages for Libya and Italy herself.

O.S.K.'s New Boats.
The two 9,000-ton steamers of the Osaka Shosen Kaisha, now in course of construction at Nagasaki and Kobe, will be named *Manila Maru* and *Hawaii Maru*.

10-DAY'S
ADVERTISEMENT.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on SATURDAY, the 30th January, 1916, commencing at 10.30 a.m. at his Sales Rooms, Duddell Street, A Quantity of Valuable Household Furniture.
Terms:—Cash on delivery.
GEO. P. LAMBERT
Auctioneer.

TO-DAY'S
ADVERTISEMENTS.

NOTICE.

We have now established our own branch in Hongkong at the undermentioned address for the sale of the British manufactures of:—

Messrs. J. & P. Coats Ltd.
Messrs. Jonas Brook & Bros. Ltd.
Messrs. Clark & Co., Ltd.
Messrs. John Clark, Junior & Co., Ltd.
The English Sewing Cotton Co., Ltd., and others.
THE CENTRAL AGENCY, Ltd.,
2, Connaught Road, Hongkong.

THE NATIONAL LOAN

of the
THIRD YEAR OF THE REPUBLIC OF CHINA.
SIXTEEN MILLION DOLLARS
(\$16,000,000).

Subscribers to the above loan are hereby notified that, in accordance with Article V of the Loan Regulations, the full amount of Dollars Nine Hundred and Sixty Thousand (\$960,000), being the amount of interest on the loan for one year, has been duly raised by the Ministry of Finance and the Ministry of Communications, and has been deposited by the undersigned in the following Foreign Banks, namely, the Hongkong & Shanghai Banking Corporation and the Russo-Asiatic Bank, as a permanent guarantee for the interest on the loan.

F. A. AGLEN,
Inspector General of Customs, & Vice-Chairman of the Bureau of National Loans.
Inspectorate General of Customs, Peking.
18th January, 1915.

TO LET.

TO LET.—Nice Flats of ROOMS, in Kowloon; suitable for Europeans, Airy, in good locality, Electric Light, Water, Bathroom, Kitchen. Moderate rent, varying from \$20 to \$35.—Telephone accommodation. Also furnished Rooms.—Apply H. Ruttenberg, Royal George Hotel.

NOTICE.

An Interesting Lantern Lecture will be given in St. Andrew's Church Hall on Thursday evening, commencing at nine o'clock, by the Rev. N. C. Pope, M.A., the subject being "A Visit to Cornwall."

NOTICE.

ANY EUROPEAN desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Head Quarters Offices, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, complexion and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes to the Provost Marshal at Head Quarters Offices between the hours of 10 a.m. and 4 p.m.
Hongkong, 26th January, 1915.

NOTICE.

PASSES for Vessels, Launches, etc. leaving Harbour can be obtained from the EXAMINATION OFFICE, Naval Yard, between the hours of 7 a.m. and 4.45 p.m., except on Saturdays and Sundays, when the Office will be closed for such business at 12.15 p.m.
Hongkong, 26th January, 1915.

EVENING
DRESS
ESSENTIALS.

SHIRTS
COLLARS
TIES
WAISTCOATS
CLOVES
SOCKS
JEWELLERY

MACKINTOSH
& Co., Ltd.
Men's Wear Specialists,
16, DES VŒUX ROAD

WM. POWELL, LTD.

TELEPHONE 346.

NOW OFFERING

WARM WINTER UNDERWEAR.

Light in Weight but Warm

IN

"WYELLA" AND OTHER MAKES

GUARANTEED UNSHRINKABLE

Ask for Samples

Wm. POWELL, Ltd.

HIGH-CLASS GENTLEMEN'S HOSIERS.

J. ULLMANN & Co.

The leading French Jewellery House.

Watchmakers. Fancy Goods. Diamond Merchants.

Grand Assortment of

BINOCULARS & STOP WATCHES.

The most reliable place for Diamonds, Jewellery and accurate Time-keepers.

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CLASSICAL, OPERATIC, SONG
and DANCE.

ANDERSON MUSIC CO.,

LTD.

SOLE DISTRIBUTORS.

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THE SPIRIT OF CONVIVIALITY

"King George IV"
Whisky

THE "TOP NOTCH" OF SCOTCH.



THE DISTILLERS COMPANY, LIMITED,
EDINBURGH.

SOLE AGENTS:
CANDE, PRICE & CO., LTD.,
WINE MERCHANTS,
Tel. No. 135, 6, Queen's Road Central,
Hongkong.

SHIPPING

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VCEUX ROAD, HONGKONG, SHANGHAI: 2-3, Foochow Road, YOKOHAMA: 32, Water Street, MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAZARAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

Chief Office:—LUDGATE CIRCUIS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIYUAN	18th Feb.	21st Feb.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93

BRITISH INDIA S. N. CO., LTD.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Umla," tons 5,432, Capt. Babb, will be despatched for Shanghai, Kobe and Moji on the 4th Feb.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Jan. 23, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON and MACAO STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 26th JANUARY.

5.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

WEDNESDAY, 27th JANUARY.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
5.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

Single Fare by Night Steamer..... \$ 6.00
Return Fare by Night (available also for Return by day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, tons 1,651 | s.s. Tai Shan, tons 2,006

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 8 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 8 a.m. & 1.30 p.m. Sundays at 8 a.m. & 1.30 p.m.

EXCURSION TO MACAO.

SUNDAY, 31st JANUARY.

The Company's new Steamship TAI SHAN

will depart from the COMPANY'S WING LOK STREET WHARF at 8 a.m. and return from Macao at 1.30 p.m.

N.B. The Company will also run a steamer from Macao on Sunday at 8 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. Sul An.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., & THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL.

These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Subject to Alteration.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Katori Maru Capt. Kon T. 19,000 Kamo Maru Capt. Shimidzu 18,000		THURS., 28th Jan. at 10 a.m. THURS., 11th Feb. at 10 a.m.
VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokkaichi, and Yokohama	Sado Maru Capt. Asakawa T. 12,500		TUES., 9th Feb. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Hitachi Maru Capt. Sato T. 13,500 Tango Maru Capt. Soyeda T. 13,500		FRIDAY, 12th Feb. at noon. FRI., 12th Mar. at noon.
CALCUTTA via S'hai, Penang & Rangoon	Hakata Maru Capt. Kawachima T. 12,500		WEDNESDAY, 27th Jan.
BOMBAY via Singapore and Colombo	Bombay Maru Capt. T. 5,000		TUES., 26th Jan.
SHANGHAI, Kobe & Yokkaichi	Colombo Maru Capt. Sakamoto T. 5,000		WED., 27th Jan.
S'hai and Kobe	Kawachi Maru Capt. Nakamura T. 12,500		MON., 15th Feb.
NAGASAKI, Kobe & Yokohama	Tango Maru Capt. Soyeda T. 13,500		TUES., 9th Feb. at noon.
Kobe & Yokohama	Mishima Maru Capt. S. Wada T. 16,000		TUES., 2nd Feb. at 11 a.m.

{ Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	11th February
Kashima	20,000 "	23rd February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Steamers.	Displacement.	Leave Hongkong.
Shidzuoka Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

*Terminus Yokohama

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	28th Jan. at 4 p.m.
HAIPHONG	Kailong	30th Jan. at 11 a.m.
SHANGHAI	Chenan	31st Jan. at 4 p.m.
HAIPHONG	Holchow	31st Jan. at 9 a.m.
MANILA, CEBU & ILOILO	Kuelchow	2nd Feb. at noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUL"

MANILA LINE.—Twin Screw Steamers "Chinua," "Taming," and "Teau." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Cheuan" and the S.S. "Kauchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36

Hongkong 26th Jan. 1915.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjitaroem	JAPAN	2nd half Jan.	JAVA	2nd half Jan.
Tjibodas	JAVA	2nd half Jan.	JAPAN	1st half Feb.
Tjimanok	JAVA	1st half Feb.	SHAI	1st half Feb.
Tjikembang	JAPAN	1st half Feb.	JAVA	1st half Feb.
Tjilwong	JAVA	1st half Feb.	JAPAN	1st half Feb.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building.

Telephone No. 1574

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 26th January.
Nippon Maru	11,000 - 18 knots	" 9th February.
Shinyo Maru	22,000 - 21 knots	" 23rd February.
Chiyo Maru	22,000 - 21 knots	" 23rd March.

{ via Manila, omitting Shanghai.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £9.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLEJO, LOUIQUE and VALPARAISO. THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 15 knots Wednesday, 10th March

For Full Particulars as to Passage & Freight, apply to

O. WURIU, Acting Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Empire	28th Jan.	16th Feb. at 11 a.m.
Alderman		19th Feb. "
St. Albans		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, ANOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	TUES., 26th Jan. at 1 p.m.
Haiching	W. O. Passmore.	FRI., 29th Jan. at 1 p.m.
Haiyang	A. E. Hodgins	TUES., 2nd Feb. at 1 p.m.

FOR SWATOW.

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	WED., 27th Jan. at 1 p.m.
Haimun	A. H. Stewart	SUN., 31st Jan. at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lauprak & Co.,

General Managers.

LOG BOOK.

Port of Tsingtau.

The port of Tsingtau has been

declared free of danger, the fair-

way from a point 31 miles north

of Takungto through Kiaschau

Bay to Main Harbour having been

carefully swept for mines. The

first steamer to enter was the

transport Kaijan Maru, which

steamed into Main Harbour on

December 14. The first merchant

steamer to enter was the Koun

Maru No. 2, which arrived there

on December 28. The first ship

from Shanghai was the S. M. R.

Company's steamer Kobe Maru,

which left that port on January 5.

Norwegian Shipping at Bangkok.

In 1907, 207 Norwegian

vessels entered the port of Bang-

kok; in 1908, 231; 1909, 219;

1910, 253; 1911, 257; 1912, 157;

1913, 301; and 1914, 400

(estimated). The German fleet is

perfora idle and four new

Norwegian steamers chartered for

two years each, for the Bangkok

trade, are expected to arrive there

about the end of January. Boats

chartered during November and

December have obtained very

good rates.

New Shire Liner.

There was launched at Belfast

on 17th ult. the screw steamer

Pombrokershire, built to the order

of the Royal Mail Steam Packet

Company for the Far Eastern

service. The new vessel, a sister

ship of the "Crimathenshire,"

launched in October, is 485 ft. in

length, with a gross tonnage of

over 8,000, and has been built

under special survey for the

highest class in Lloyd's Register,

besides complying with the re-

quirements of the Board of Trade

for a passenger steamer. Accom-

modation for a few first-class

passengers is provided in comfort-

able state-rooms in a large deck-

house amidships, while the poop

and bridge spaces are so arranged

as to be readily made suitable for

the reception of about 550 steerage

passengers. The cargo space is

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
SHANGHAI via Swatow	Hangsang†	Wed., 27th Jan. at 4 light
HOIHOW & Haiphong	Loksang	Thurs., 28th Jan. at 8 a.m.
MANILA	Loongsang*	Sat., 30th Jan. at 3 p.m.
KOBE	Lalsang	Tues., 2nd Feb. at 4 light
SHANGHAI	Choyasang†	Tues., 2nd Feb. at 4 light
MANILA	Talsang*	Sat., 6th Feb. at 3 p.m.
SHANGHAI & Kobe	Kumsang†*	Tues., 9th Feb. at 4 light

FOR THE MANILA CARNIVAL.—January 31st to 7th February, 1915.

A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 23rd and 30th January, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei. Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
LONDON	Radnorshire	30th Jan.
TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.		
VICTORIA, V.V.E.R. S.T.L.E.	Clengyle	23rd Jan.
TACOMA & PLAND.		

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

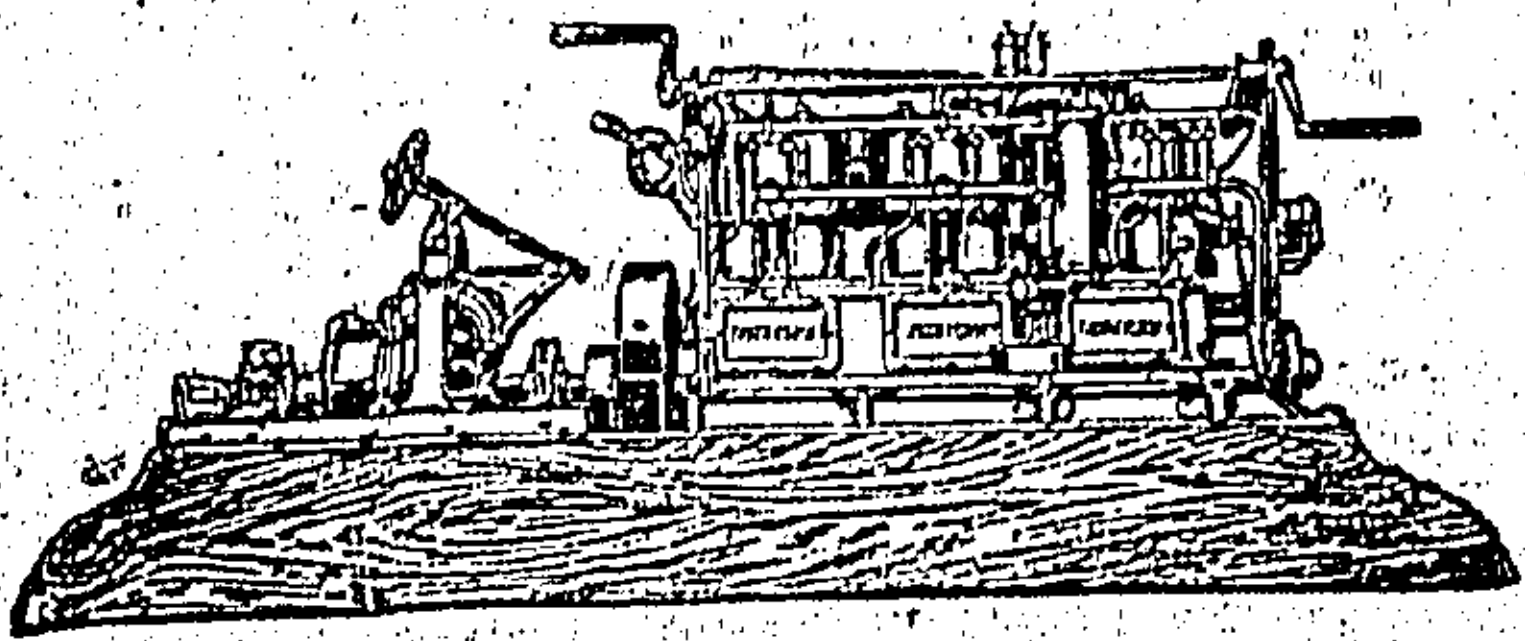
For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.GRAVING DOCK 78' x 88' x 34'6"
Pumps empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 B. H. P.
As supplied to the British Admiralty & War Office.

C.6 type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be De- spatched.
M'les, L'don via S'pore etc.	Katori M.	N. Y. K.	28, Jan.
London via Usual Ports of Call	Nubia	P. & O.	29, Jan.
L'don, S'pore, via P'ang, G'bo, &c.	Namur	P. & O.	31, Mar.

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via S'hai & Japan &c.	Tenyo M.	T. K. K.	26, Jan.
Via, B.O. & S'tie via S'hai &c.	Shidzuoka M.	N. Y. K.	26, Jan.
Via, B.O. T'ma via K'lung, Japan, Tacoma M.	Tacoma M.	O. S. K.	28, Jan.
New York via Ports & Suez Canal	Chinese P.	S. T. Co.	8, Feb.
Victoria, B.O., & S'tie via S'hai &c.	Sado M.	N. Y. K.	9, Feb.
Via, B.O. T'ma via K'lung, Japan, Panama M.	Panama M.	O. S. K.	9, Feb.
Vancouver via S'hai & Japan &c.	Monteagle	C. P. R.	24, Feb.
San F'co via Manila & Japan &c.	Persia	P. M. Co.	2, M. G.

AUSTRALIA.

Australian Ports via Manila	Hitachi M.	N. Y. K.	12, Feb.
Australian Ports	Aldenharn	G. L. Co.	14, Feb.

SINGAPORE, COAST PORTS AND JAPAN.

Shanghai, Kobe & Yokohama	V. Ciotat	M. M.	26, Jan.
Manila, Cebu and Iloilo	Teon	B. & S.	26, Jan.
Shanghai	Kanchow	B. & S.	26, Jan.
Bombay via S'pore, Port S'ham, } Penang & Colombo.	Shibetoro	O. S. K.	26, Jan.
Shanghai	Maru	P. & O.	27, Jan.
Kobe and Yokohama	Mishima M.	N. Y. K.	28, Jan.
Hoihow and Haiphong	Loksang	J. M. Co.	28, Jan.
Delagoa Bay, D'ban, E. L'don &c.	Surat	B. L.	29, Jan.
Kobe	Laisang	J. M. Co.	2, Feb.
Manila, Cebu and Iloilo	Kueichow	B. & S.	2, Feb.
Shanghai, Moji and Kobe	Umta	D. S. Co.	4, Feb.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	9, Feb.
Shanghai & Kobe	Kumsang	J. M. Co.	9, Feb.
S'hai, Moji, Kobe and Y'hama	Namur	P. & O.	20, Feb.
Shanghai	Tijpanas	J. O. J. L.	Q. desp.
Shanghai	Tijtaroom	J. O. J. L.	Q. desp.
Shanghai	Tijkembang	J. O. J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjikini	J. C. J. L.	Q. desp.
Java	Tjilwong	J. C. J. L.	S. half O.
Japan	Tjibodas	J. C. J. L.	F. half D.
Shanghai	Tjimanoeck	J. C. J. L.	F. half F.
Singapore, Mauritius & South } African Ports	Salamis	B. L. L.	End Feb.

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Hongkong, 22nd December, 1914

Agents.

MOVEMENTS OF
STEAMERS.

ENGLISH MAIL.

The P. & O. s.s. ORI NTAL, left
Singapore for this Port on the 22nd inst.,
with the outward English Mails, and is
due here on the 27th inst. at about 7 a.m.

MERCHANT STEAMERS.

The s.s. UMTA, sailed from Calcutta
on the 8th inst., and may be expected here
on or about the 29th inst.The E. & A. s.s. ALDENHAM from
Sydney etc., left Manila for this Port on
24th inst. and may be expected to arrive
here on Thursday morning.

VESSELS IN PORT.

Steamers.

Wahu, Br. s.s. 1,277, H. T. Howard, 13th
inst.—Amoy, 12th inst., Ballast—
B. & S.Yucosang, Br. s.s. 1,128, P. H. Rolfe, 20th
inst.—Manila, 17th inst., Gen.—
J. M. & Co.Onfa, Br. s.s. 3,210, W. Cope Lyceit, 22nd
inst.—Manila, 20th inst., Gen.—
B. & S.Tijpanas, Dit. s.s. 2,444, A. Lange, 22nd
inst.—Amoy, 20th inst., Ballast—
J. C. J. L.Toad, Br. s.s. 1,366, Walker, 22nd inst.—
Manila, 19th inst., Gen.—B. & S.Telomachus, Br. s.s. 1,350, A. Fraser, 23rd
inst.—Saigon, 18th inst., Gen.—
Chinese.Derwent, Br. s.s. 1,563, J. Jenkins, 22nd
inst.—Saigon, 18th inst., Gen.—
Chinese.Kanchow, Br. s.s. 1,232, J. Gibbs, 22nd
inst.—Shanghai, 19th inst., Gen.—
B. & S.Tonglee, Chinese s.s. 882, M. Honda, 24th
inst.—Siam, 15th inst., Rice—
Chinese.Tungus, Norw. s.s. 1,019, C. Carneleussen,
24th inst.—Bangkok, 16th inst.,
Rice—Chinese.Phranang, Br. s.s. 1,075, H. Flashman, 23rd
inst.—Haiphong, 21st inst., Rice—
Order.Nippon Maru, Jap. s.s. 3,462, K. Hashima-
to, 25th inst.—Shanghai, 22nd
inst., Gen.—T. K. K.Kwangtsh, Chinese s.s. 2,315, Stewart, 25th
inst.—Shanghai, 22nd inst., Gen.—
C. M. S. N. Co.Unkai Maru, Jap. s.s. 2,688, Tasaka, 24th
inst.—Yokohama, 18th inst.,
Coal—M. B. K.

TIDE TABLE.

25th Jan., to 31st Jan., 1915.

Day	High Water	Low Water	High Water	Low Water
Jan 25	Jan 26	Jan 27	Jan 28	Jan 29
Mon	5 53	3 37	6 01	3 44
Tue	6 53	4 37	6 59	4 42
Wed	7 53	5 37	7 57	5 40
Thurs	8 53	6 37	8 55	6 38
Fri	9 53	7 37	9 53	7 36
Sat	10 53	8 37	10 51	8 34
Sun	11 53	9 37	11 51	9 32

m morning. a afternoon.

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GATION CO., LTD.From CALOUTTA, PENANG
and SINGAPORE.

THE Company's Steamship

"FOOKSANG,"

having arrived from the above
Ports Consignees of cargo by her
are hereby informed that their
goods will be delivered from
alongside.Cargo, impeding the discharge
or remaining on board after noon
the 22nd inst., will be landed at
Consignee's risk and expense.No Fire Insurance will be
effected.Bills of Lading will be count-
ersigned by:—

JARDINE, MATHESON

& CO., LTD.

General Managers.

Hongkong, 21st January, 1915.

CONSIGNEES

TOYO KISEN KAISHA.

From SAN FRANCISCO, via
HONOLULU, JAPAN PORTS
and SHANGHAI.

s.s. "NIPPON MARU"

The above named Steamer hav-
ing arrived, Consignees of cargo
are hereby notified to send in their
Bills of Lading for countersig-
nature, and to take immediate
delivery of cargo from alongside.
Cargo remaining undelivered
on 27th January at noon
will be landed at Consignee's
risk and expense and delivery
must then be taken from the
Company's Godown.

No Fire Insurance whatever
will be effected.No claim will be recognised
after the Goods have left the
Steamer or Godown, and all Goods
remaining undelivered on 1st
February, at 5 p.m. will be subject
to rent and landing charges.All claims must be filed
on or before 15th February,
otherwise they will not be
recognised.

O. WURU,

Acg. Agent.

Hongkong, 25th January, 1915.

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THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH OF DOCK (Feet)	ENTRANCE BREADTH (Feet)	DEPTH OVER SILL AT ORDINARY SPRING TIDES (Feet)	SIZE OF RIBS STANCHIONS KEELPLATES
KOWLOON				
No. 1 Dock, Kowloon	700'	100' top 120' bottom	10'	18"
No. 2 Dock, Kowloon	275'	75'	10'	18"
No. 3 Dock, Kowloon	240'	75'	10'	18"
Patent Slip, No. 1 Kowloon	280'	60'	10'	18"
TAIKOO ISLAND				
Compass Slip, Dock	450'	85'	10'	18"
Iron Dock	420'	85'	10'	18"
Patent Slip, Dock	275'	60'	10'	18"

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THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, TUESDAY, JANUARY 26, 1915.

EXTRADITION SOUGHT.

Sequel to Alleged Murder.

This afternoon, at the Police Court, before Mr. F. A. Hazeland, the Crown Solicitor, Mr. P. M. Hodgson, made application for the extradition to China of Lui Ah-mui, accused of murder on October 10, 1914, in the Pok Lo District, Kwangtung Province. The Crown Solicitor said the murder arose out of a robbery which took place in the Chan Ka Hang village, when a man named Weng Ah-fat was stabbed and shot to that he died. It appeared that two men broke into the deceased's house and commanded him to make them some tea. While the deceased was doing so, the prisoner came in and the three men attacked the deceased, inflicting the injuries from which he shortly afterwards died. They then abducted the widow, a young woman, and a son, whom they sold, and the prisoner brought the widow to Hongkong, after which, the Hongkong Police getting on his track, the man was arrested. The case was proceeding as we went to press.

GOLF.

Tungshan Golf Club Competition.

The following is the final result of the monthly competition for the Excelsior Cup, presented by Mr. H. Bent, in January, 1914:—

GROSS H'CAP. NETT.	
A. Vivian Hogg	101 12 80
O. E. Watson	86 6 80
E. Bagot	82 scratch 92
R. T. Matheson	98 4 94
G. S. Thorne	101 6 95
W. M. Stratton	97 scratch 97
O. C. Kench	114 14 100
B. C. Martin	118 10 108

VOLUNTEER RESERVES.

Orders issued to-day by Major Wakeman, Commanding H. K. V. R., state:—

Parade.—Nos. 1, 2 and 3 Companies will parade on the Cricket ground at 5.15 p.m. on Friday, January 29. Dress, drill order.

Lecture.—Lieut.-Col. Moberly, D.S.O., will deliver his second lecture on "Strategy of the War" in the St. Andrew's Hall at 6.45 p.m. on January 27. N.C.O.s in uniform may attend.

Musketry.—All members who attended at the King's Park Range on Jan. 23rd, and who did not complete the 5th and 6th practices on the following day should attend at 4.30 p.m. on one of the three following days, February 2nd, 3rd or 4th; uniform optional. Members will greatly assist the Staff by informing the Adjutant on which of these days they will attend.

Promotions.—His Excellency the Governor has been pleased to make the following appointments:—Lieut. D. Landale to be Captain; 2nd Lt. E. Evan-Jones to be Lieutenant.

Reversion.—Corpl. H. J. Gelion reverts to Private at his own request.

Postings.—Capt. D. Landale, to No. 3 Company, Pte. H. M. G. farlane, to Coy. 3, Sec. 3; Pte. L. B. Needham, to Coy. 3, Sec. 3; Pte. E. Howard, to Coy. 3, Sec. 3; Pte. W. B. Lightburn is transferred from Sec. 1 to Sec. 3, Coy. 3.

40th Pathans' Sports.—At these sports, to be held on the U.S.R.O. Hockey Ground on February 6th, there will be a competition for the best turned out N.C.O. or private of the Volunteer Corps or Reserves (marching order); one prize. This event will take place at 5.15 p.m., but competitors will be welcomed as onlookers during the afternoon.

SHIPPING DIVIDEND.

H. K. Canton and Macao Steamboat Company's Proposal.

Subject to audit, the Directors of the Hongkong, Canton and Macao Steamboat Co., Ltd., will recommend the payment from the Equalization Fund of a final dividend for 1914 of 40 cents per share and carrying forward a debit balance of \$12,604.27 to new account.

LATE TELEGRAMS.

The Cost of the War. London, Jan. 12, 12.45 p.m.—An Amsterdam telegram says that the German newspaper *Vorwaerts* has carefully calculated the daily cost of the war for all the Powers at upwards of nine million sterling. The total hitherto, including losses and stoppage of industry, it reckons at upwards of three thousand millions.

Russian Naval Activity. London, January 12.—Russia's agent at Petrograd says that a semi-official communiqué states: "Our warships in the Black Sea have engaged the Brestan and Hamidieh, inflicting on them serious damage. We also bombarded the enemy's shipping at Sinope, and Russian torpedoes set fire to two sailing vessels loaded with flour. We also took some prisoners, and our warships searched the bays of Trebizond, Plateau and Surmenah and burned laden Turkish barges and also four merchantmen and eleven sailing ships at Bayzizieh. We bombarded Kibopah, and the Turkish cruiser *Peikischewet* only just managed to reach the Bosphorus, being badly holed on the water-line.

The Turkish Defeat. London, January 12.—Enver Bey's aide de camp has been made prisoner in the Caucasus. He explains the Turkish defeat as being due to the failure of three forces to converge owing to the great frost, and then that when the commander endeavored to make an orderly retreat before the Russian pressure, a thaw started and made movement impossible. Russian Moslems are overjoyed at the victory.

London, Jan. 12, 7.15 p.m.—A Petrograd communiqué says that the army of the Caucasus has had further successes, capturing two Turkish companies and two mountain guns.

Aviation Raids. London, Jan. 12.—A Paris official states that five civilians have been killed by bombs thrown by German aviators at Malles Bains, near Dunkirk.

A German aviator near Amiens was pursued and brought down by a French aeroplane. One officer was killed and one wounded.

Persia's Protest. London, Jan. 15.—Persia has strongly protested to Constantinople against Turkish movements in Persia.

The protest is stripped of official conventionalities.

Disturbances in Constantinople. Harbin, Jan. 18.

Public disturbances occurred at Constantinople during the Russian fleet's last attack upon Turkish men-of-war and transports. Demonstrations were made against the Committee of Union and Progress. All public institutions were closed and street traffic was suspended. The military patrolled the streets for two days.

Austrian Troops for Servian Frontier. Bukharest, Jan. 18.

A notice has been issued by the Austrian authorities stating that all the railways in Austria will be needed solely for troops which are being transported to the Servian border. These include a Bavarian army corps.—Reuter.

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph."]

FOREIGN MISSIONS.

[To the Editor of the Hongkong Telegraph.]

Sir,—Your correspondent "V." objects to money being given to Foreign Missions. Apparently he does not claim to be a Christian, and therefore his attitude is perfectly logical.

But since such opposition is frequently offered by those who do claim to be disciples of Jesus Christ, perhaps I might be allowed to ask the question, how do such people get over the plain command, "Go ye therefore, and make disciples of all the nations, baptizing them, etc."?

Christians who give money to Foreign Missions do not support them as a kind of hobby, but because loyalty to their Master compels them to do so. Either Christ is our Master, or He is not.

If He is, we must obey Him in all things, and not only in such particular matters as command themselves to our judgment.

Let people blame us for being Christians at all, if it please them to do so, but do not let them blame us for insisting on a full obedience to the commands of our Master.

If it is a mistake to support Foreign Missions, then it is Jesus Christ who is responsible for the mistake and not His disciples.

I enclose my card and remain, Yours etc.

LOGIC.

Hongkong, Jan. 26, 1915.

THE BISHOP'S SERMON.

[To the Editor of the Hongkong Telegraph.]

Sir,—Your correspondents "Heretic," "Cephas" and "V." remind me of the lady who once asked a great Academician whether his picture, "Love in a Pant on the Upper Thames," was all painted by hand. Their epistolary ejaculations consist apparently of sayings and philosophical quotations from books, and are not the spontaneous thoughts of an active mind.

Their passions for criticism are leading them astray—side issues have been introduced which were never intended by that viperous paragon of virtue "Inquirer," alias "Heretic." A little sincerity is a dangerous thing, but a large quantity of it is absolutely fatal.

True critics are always rational, but your correspondents are irrationally wrong and great minds are required to respond to their aphorisms. They are probably persons who can write all they know on the back of a postcard, but nevertheless their vapourings are amusing but it is difficult to visualize their meaning.

This correspondence must now cease.

Yours etc.

E. M. TOZER.

Hongkong, Jan. 26, 1915.

[The right of deciding whether correspondence shall cease is reserved to the Editor. Probably Mr. Tozer wishes to convey that the correspondence now ceases so far as he is concerned.—Ed.]

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman, V. D., state:—

40th Pathans' Sports, 6.2.15.—Intending competitors are requested to send their names to Headquarters not later than Saturday, 30.1.15.

Officers' Training Lecture.—Thursday, 28th Jan., "Machine Gun Tactics," Captain Stewart.

Parades.—Parades for Wednesday, 27th instant, nil.

Detail.—Orderly Officer, Lieut. O. Smith. Orderly Sergeant, Sergt. Hegarty. To furnish Guard to-night, Right Section M. G. Co. to-morrow, Scouts Company.

THE SCARBOROUGH RAID.

List of Persons Killed.

In its account of the recent raid on Scarborough, Hartlepool and Whitby, the *Globe* gave the following names of those known to be killed on Dec. 18:—

Scarborough. Mr. John Hall, J.P., an ex-Alderman, 28, Westbourne Park; killed in a bedroom.

Mrs. George Merryweather, a grocer's wife, killed behind the counter of a shop.

Alfred Bial, postman, killed whilst handing letters to Margaret Briggs, domestic servant, who was killed at the same time at the doorway of the residence of Mr. John Turner.

John Ward and George Barnes, both children, and Mrs. Bennett, killed in the same house.

Harry Frith, vanman, 1, Bedford-street.

Mrs. Mary Pugh, widow, Belle Vue-street.

Mrs. Daffield, 38, Esplanade.

Ada Crowe, domestic, killed in descending staircase at 124, Falsgrave-road.

George Taylor, aged 15, 45, North-street.

Miss Macintyre, governess, and a baby at 22, Westbourne Park.

Leonard Ellis, porter.

Mild at Blythers-road.

Hartlepool. Adjutant Avery, of the Salvation Army.

The Misses Kay, of Rokeide, Cliff-terrace.

Miss Mokle.

Jane Stoker, a cook.

Four soldiers, whose names are given as Charles Ramsey, James Leighton, Richard West, and John Cronch.

Dorothy Caws, daughter of a Customs official.

Mrs. Moon, Dover-street.

Mrs. Arthur Williams, Beaconsfield-square.

J. Lighton, locksmith; C. Ramsey, patternmaker; J. Cooke, boiler-maker; J. Ashcroft, ironfounder; J. Clarke, driller; T. Hudson, apprentice; and another, killed at Richardson, Westgarth, and Co.'s shipyard.

John Hayley, joiner, and an unknown man, killed at Irvine's shipyard.

Whitby. —Tanmore, Fishburn Park.

A Coastguard on duty.

Inquest Opened: two Baby Victims.

Dec. 17.—The Exchange Telegraph Company's Whitburn (Dorham) correspondent states that all naturalized Germans, irrespective of age, resident in Sunderland were arrested overnight.

This is one of the results of yesterday's German warship attack on our North East Coast. The number of killed is now estimated at 81, a total considerably in excess of that originally given.

Inquests were held to-day on the bodies of the victims of the bombardment at Hartlepool and West Hartlepool. At the latter place the victims included a large number of women and two babies, aged respectively six and eighteen months.

Mr. William Roper, shipowner, said that when the town was shelled there was an explosion in his house. He made his way down into the cellar to join his family, and subsequently found the body of Jane Stoker, his cook, at the top of the cellar steps. She had been struck by a shell.

A patternmaker, employed at an engine works, said a shell struck the roof of the shop they were in. The men, about 40 in number, made a rush for the door, leading into the yard, where they found it was "hotter still." A man named Ramsey was killed.

In the case of Dorothy Caws, her father said he, his wife, and the deceased and a little son were about to sit down to breakfast when a shell burst through the ceiling and killed his daughter instantly.

Regarding Julia Moon, evidence was given that when her daughter and husband went to a house in Dover-street to get deceased away she was found lying dead in the back passage. The house had been shattered by a shell.

A shell was stated to have passed right through the body of one woman and in another case a grandfather went to the door of the house and found two of his son's children dead, lying underneath the debris of the house. The father is a stoker in the Navy.

Views of New York and Berlin Press.

Germany appears to have received—by some means or other—quite full particulars of the raid, an official statement giving details of damage done and an estimate of casualties. Reference is made to the "fortress" of West Hartlepool, and the fortified town of Scarborough.

Amsterdam, Dec. 17.

Referring to the shelling of Scarborough and West Hartlepool the *Berliner Tageblatt* says: "Once more our naval forces, braving the danger of scattered mines in the North Sea, have shelled English fortified places."

The *Deutsche Tageszeitung* expresses satisfaction at the attack, especially coming, as it does, immediately after the naval battle off the Falkland Islands.

The *Berliner Neuesten Nachrichten* says: "This time it is not merely a daring cruiser raid or the mere throwing of a bomb, but a regular bombardment of fortified places. It is a further proof of the gallantry of our navy."

The *Doerren Zeitung* remarks: "The bombardment possibly heralds greater events to come."—Reuter.

Alarmed for England. Washington, Dec. 17.

Naval experts here believe that the raid was a strategic move, planned to terrorize Britain and bring her fleet within range of German submarines. The majority of the morning newspapers do not take it very seriously.

The *New York Sun*, however, says: "The raid has an unpleasant significance for the English, since the Navy, which is their reliance and 'bulwark,' can neither keep the North Sea clear nor prevent attacks. The patrol is inadequate, and Germany has demonstrated its ability to 'come out of its hole.' This descent on the coast suggests the possibility of a raid by a swift and powerful squadron in the Atlantic along the routes of England's merchant fleet."—Central News.

Aftermath of the Raid.

The Admiralty states that shipping should be warned that traffic between Flamborough Head and Newcastle is stopped until further notice.

Apparently three steamers were blown up by mines in the North Sea during last night. It will be remembered that it was reported yesterday that the raiding German cruisers dropped mines as they retreated. The news was brought to South Shields to-day by the steamer *City*, which landed twelve survivors of the Tyne collier *Elterwater*, one of the lost ships. Five of the crew were reported drowned.

One of the *City's* crew said the *Elterwater* was seen to blow up about six o'clock last night. Boats were promptly launched, and although the doomed vessel sank in three minutes, twelve men were rescued alive and the mate's body recovered.

While the rescue operations were proceeding, members of the crew of the *City* saw two other steamers blow up some distance away, but in the darkness it was impossible to see if any successful attempts at rescue were made. There were, however, numerous steamers capable of rendering assistance in the vicinity at the time.

In Blyth shipping circles two vessels were reported to have met with disaster by contact with mines, and although the names

GERMANS AT HONGKONG.

More about the Coolie-Pidgin Fable.

The following telegrams have passed between the Secretary of State for the Colonies and the Governor of Hongkong:—

The Secretary of State for the Colonies to the Governor of Hongkong:—

"The German Government state that they have reliable private reports that treatment of German civil prisoners in Hongkong is very unseemly, and that they are compelled to work like coolies, cleaning streets and gutters. Presume that there is no foundation for report. Advise to get corroboration by United States Consul, as Germans threaten retaliation."

HARCOURT.

The Governor of Hongkong to the Secretary of State for the Colonies:—

"Report referred to in your telegram has no foundation. The United States Consul-General has telegraphed to his Government to inform the German Government that as the result of investigation he finds that there is no truth in the report."

MAY.

British Take Armed German Merchantman.

Tokyo, December 15, 10.30 a.m.—It is reported here that the German armed merchantman *Oxford* has been captured by the British in the Indian ocean, and that the German converted cruiser *Cormoran* has entered the harbour of Guam in the Ladrones archipelago.

R. G. A. Lieutenant's Estate.

Lieutenant Graham Percival Shadden, of the 35th Heavy Battery, R.G.A., who saw service in China, and who was killed on Oct. 31 last, aged 28 years, left unassessed property of the gross value of £2,172, with net personalty £2,108.

are not known it is believed one of the steamers was a passenger boat.

A Local Pilot?

A remarkable statement is made by the captain of a Scarborough fishing boat. He states that the German fleet came within a mile of the shore, whereas British warships never came nearer than two miles.

He says the Germans must have had a pilot who knew every inch of the sea bottom. They came round the Castle Rock headland, although it was misty, and opened fire immediately.

It is stated that all the units of the Territorial infantry were at their stations to meet a landing of the enemy had it been attempted.

Boom in Recruiting.

The events of yesterday have given a striking impetus to recruiting. Scotland Yard intimates that the number wishing to enlist this morning was largely in excess of the average.

Indeed, for some time this morning there was quite a rush, resembling somewhat the scenes witnessed in the earlier days of the war, and the recruiting offices were extremely busy for some time.

Three Cabinet Meetings.

A meeting of the Cabinet was held at noon at 10, Downing-street, and was fully attended. Last night, after the Government received details of the German coast raid, the Ministers met in conference, sitting from 8 to 7.30. To-day's meeting is the third this week.

"Two Army Corps."

He did not know what purpose Germany hoped to serve by these bombardments, but he reckoned it would be worth at least two new Army Corps to Lord Kitchener.—Dr. Macnamara at Glasgow to-day.

WAR ITEMS.

Strange Hiding Place of a German Officer.

London, December 12, 4.32 p.m.—A vigilant customs officer at Gravesend to-day made a sensational capture of a German army officer, whom he extracted from hiding in a huge trunk that was about to be shipped from Gravesend to Rotterdam. This trunk was going forward as ordinary merchandise on board the steamer *Betavia*. The customs officer became suspicious, and had the lid removed. A man, later identified as a German officer, was lifted out of the box. He was promptly removed to the Gravesend police station. Bedding, food and water were found in the trunk.

Germans Flogged.

It will be remembered, says the *Sydney Daily Telegraph*, that a few weeks ago, the Rev. W. Cox, chairman of the Methodist Mission in the Bismarck Archipelago, was flogged by a number of German officials and planters at Mawatani, New Ireland. The missionary managed to reach Rabaul, and informed Colonel Holmes of the occurrence. An expedition was despatched, and six Germans, who were accused of the outrage, were arrested and taken to Rabaul. There they were publicly flogged. The troops were drawn up in a hollow square, and, one by one, the Germans, including a doctor and a magistrate, were dealt with by a sturdy soldier armed with a cat-o'-nine-tails. The German residents of Rabaul were present at the flogging.

Cruiser Dresden at Punta Arenas. Buenos Ayres, Dec. 13.—It is officially announced by the German Consul at Punta Arenas that the Dresden arrived there to-day.

The commander of the German cruiser, which now appears to have escaped Admiral Sturdee's British fleet, declared that the German squadron, of which four ships were sunk in the battle off the Falkland Islands, was engaged by British super-dreadnoughts and British cruisers. The consul states that the Dresden was undamaged.

Her commander declared that he left the rest of the fleet still fighting, in obedience to a signal made to him by the flagship to run for it, but later intercepted a wireless from the English fleet which stated that the *Graeseau*, *Scharnhorst* and *Loipzig* had been sent to the bottom by dreadnoughts and cruisers.

The grounding of the Dresden in Rio Gallegos is confirmed by new advices from that point, which state that the warship, which was beached during the day and sailed for the south.

Remarkable Surgery.

Paris, December 17, 7.20 p.m.—No fewer than 51 per cent. of the French wounded returned to the firing line before December 12, according to interesting figures supplied to-day by the surgical department of the Ministry of War.

Of the remainder, 24 per cent. had been given convalescent leave; 17 per cent. were still in hospitals; and 1 per cent. had been discharged from the army. Three and a half per cent. of the wounded died. These statistics demonstrate the remarkable advance made in surgery and show a lower percentage of deaths from wounds than in any preceding war.

Fishermen's Lost Trade.

Between 10,000 and 12,000 fishermen are affected by the recent naval orders concerning the east coast of Scotland. It is estimated that the fishing villages of Berwickshire, Haddingtonshire, and Fifehire will during the next four months lose between £50,000 and £75,000 usually obtained from the winter herring fishing. An official of the East Coast Fishery Association said: "The fishermen have decided unanimously to forgo even limited fishing, so that the work of the Navy shall not be interfered with in the least. I call it real patriotism."

PUBLIC AUCTION.

GEO. P. LAMMERT.

AUCTIONEER, SHARE &
GENERAL BROKERTHE Undersigned has received
instructions to sell by Public
Auction onFRIDAY,
the 29th January, 1915, com-
mencing at 11 a.m. at No. 13
Humphreys Avenue, Kowloon.
The Whole of the Valuable
Household Furniturecomprising:-
Fumed Oak dining room suite
(sideboard, extension dining table
and chairs), Oak Escrioire, Oak
hatstand, Hide-covered arm-
chairs, Royal Doulton dinner &
breakfast sets, crockery etc.Easy chairs upholstered in silk
poplin, Rosewood & Maple occa-
sional chairs upholstered in silk
tapestry, Wilton pile carpet and
rug, picture, silk embroidered
sorens, blackwood joss table.
Fumed oak bedroom suite
(wardrobe, toilet table, wash-
stand & bedstead), toilet crockery
etc.Aluminium cooking utensils,
a.k. ice chest etc.
Catalogues will be issued.
On view from Thursday, the
28th January.Terms:-Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.THE Undersigned has received
instructions from Maj.
Pritchard to sell by Public Auc-
tion onFRIDAY,
the 29th January, 1915, com-
mencing at 2.30 p.m. at his re-
sidence No. 2 Des Vaux Villas
(51 the Peak).The Whole of His Valuable
Household Furniture.
(Full Particulars from Catalogue).
On view from Thursday, the
28th January, 1915.Terms:-Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.THE Undersigned has received
instructions to sell by Public
Auction onSATURDAY,
the 30th January, 1915, com-
mencing at 11 a.m. at his Sales
Rooms, Duddell Street.
120 High Class Tweed &
Serge Suit Lengths
20 Dozen Wool & Silk
Singles
20 Woollen JerseysAlso
A Quantity of Black & Tan
Boots & Shoes.
On view from Friday, the 29th
January.Terms:-Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

NOTICES.

THE HONGKONG CENTRAL
ESTATE, LIMITED.Notice is hereby given that the
First Ordinary Meeting of Share-
holders in this Company will be
held at the Offices of Messrs.
Jardine, Matheson & Co., Ltd., on
Tuesday, the 2nd February, 1915,
at 11.45 a.m. for the purpose of
receiving the report of the Direc-
tors together with the statement
of Accounts for the year ending
31st December, 1914.The Register of Shares of the
Company will be closed from
Friday, 22nd January, to Tuesday
2nd February, 1915, (both days
inclusive) during which period no
Transfer of Shares can be regis-
tered.By order of the Board of
Directors.THE HONGKONG CENTRAL
ESTATE LTD.,
A. SHELTON HOOPER,
Secretary to
The General Managers.
Hongkong, 13th January, 1915.

NOTICE.

The PUBLIC is hereby notified
that we have taken over the
stock-in-trade, business premises,
lately occupied by Kruse & Co.,
and will in future carry on the
business of Merchants' Commis-
sion Agents and Tobaccoists
under the name of
HONGKONG CIGAR STORE.
Hongkong, 22nd January, 1915.Don't forget after the Show
Surprise, and Light Refreshments
AT XANDRA CAFE.
Queen T.L. & Delight.

ENTERTAINMENTS.

THEATRE ROYAL,

HONGKONG.

For a Short Season Only. Commencing THUR., JAN. 28.

MAURICE E. BANDMAN

Presents Messrs. Philip Braham & Campbell's Co.

"THE GROTESQUES"

The Laughter-makers.

From the Savoy Theatre, London. In addition to a full musical
programme of solo and concerted numbers the Company will play
the undermentioned Extravaganzas on the following dates:-
Thursday & Friday 28 & 29 Jan.-"THE VILLAGE CONCERT."
Sat. & Mon. 30 Jan & 1 Feb.-"AMATEUR THEATRICALS."
"All Right on the Night."Tues. & Wed. 2 & 3 Feb.-"THE TELEPHONE BELLE"
Thursday & Friday 4 & 5 Feb.-"THE MAYOR'S MATINEE"
Saturday, February 6.Special Programme; particulars will be announced later.
Please note that on each change of performance the entire
musical programme is also changed.Doors open 8.30 p.m., Curtain 9.15 p.m.
Prices \$3, \$2, \$1.
Booking at Moutrie's.

THEATRE ROYAL,

HONGKONG.

SATURDAY, FEBRUARY 27TH,

AT 9 P.M.

GRAND CONCERT

WILL BE GIVEN

Under the distinguished patronage of H.E. the Governor,
Sir Henry May, K.C.M.G., H.E. Major-General Kelly, C.B., and
Commodore Anstruther, C.M.G.

IN AID OF THE

CIGARETTE AND TOBACCO FUND.

PRICES AS USUAL.

Booking at MOUTRIE'S.

VICTORIA THEATRE.

TUESDAY, 26th January,

A Most Enjoyable Comedy

in 3 Parts-3,000 Feet Long

NELLY'S WITS

LAUGH! LAUGH! LAUGH!!!

And a Selection of New Comic & Interesting Pictures.

Matinees

Every Wednesday, Saturday & Sunday.

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday, 23rd Jan.

"HIS SON'S ACCUSER"

in 4 parts-Length 7,000 Feet.
a wonderful drama, being a tragedy of Woman and Wine.

ANTIQUARY BURGLARS

(Exceedingly Comic)

Coming: Miss MAY CLARKE.

SMOKE

Embassy

CIGARETTES

TOBACCO

VIRGINIA CIGARETTES

777 HAND MADE

SOLD IN TINS OF 25 & 50

EMBASSY MIXTURE

THE TOBACCO OF QUALITY

W.D. & H.O. WILLS, BRISTOL



OFFICIAL MARKET PRICES

Hongkong, December 4, 1914.

BUTCHER MEAT.

Beef Sirloin & Prime Cut, — Mei Lung Pa	...	lb.	21
" Corned, — Ham Ngau Yuk ..	...	"	21
" Roast, — Shin ..	...	"	21
" Breast, — Ngau Lam ..	...	"	19
" Soup, — Tong Yuk ..	...	"	18
" Steak, — Ngau Yuk Pa ..	...	"	22
" do., — Sirloin, — Ngau Lau ..	...	"	33
" Sausages, — Ngau Cheung ..	...	"	28
Bullock's Brains, — No ..	...	per set	12
" Tongue, fresh, — Ngau Li ..	...	each	50
" .. corned, — Ham Ngau Li ..	...	"	60
" Head, — Ngau Tan ..	...	"	\$1.20
" Heart, — Ngau Sam ..	...	lb.	14
" Hump, Salt, — Ngau Kin ..	...	"	22
" Feet, — Ngau Keuk ..	...	each	12
" Kidneys, — Ngau Yiu ..	...	"	12
" Tail, — Ngau Mei ..	...	"	20
" Liver, — Ngau Kon ..	...	lb.	13
" Tripe (undressed), — Ngau To ..	...	"	6
Calves' Head & Feet, — Ngau-tai-tau-keuk ..	...	set	\$1.20
Mutton Chop, — Young Pei Kwat ..	...	lb.	28
" Leg, — Young Pei ..	...	"	28
" Shoulder, — Young Shau ..	...	"	24
" Saddle ..	...	"	27
Pigs Chittlings, — Chu Chong ..	...	"	27
" Brains, — Chu No ..	...	per set	24
" Feet, — Chu Keuk ..	...	lb.	14
" Fry, — Chu Chap ..	...	"	16
" Head, — Chu Tau ..	...	"	16
" Heart, — Chu Sam ..	...	each	12
" Kidney, — Chu Yiu ..	...	"	18
" Liver, — Chu Kon ..	...	lb.	30
Pork Chop, — Chu Pai Kwat ..	...	"	26
" Corned, — Ham Chu Yuk ..	...	"	1
" Leg, — Chu Pei ..	...	"	30
" Fat or Lard, — Chu Yau ..	...	"	20
Sheep's Head and Feet, — Young Tau Keuk ..	...	set	60
" Heart, — Young Sam ..	...	each	8
" Kidneys, — Young Yiu ..	...	"	12
" Liver, — Young Kon ..	...	lb.	27
Sucking Pigs, to order, — Chu Tsai ..	...	"	22
Suet, Beef, — Shang Ngau Yau ..	...	"	22
" Mutton, — Shang Young Yau ..	...	"	27
Veal, — Ngau Tsai Yuk ..	...	"	19
" Sausages, — Ngau Tsai Cheung ..	...	"	20
Lard, — Chu Yau ..	...	"	20

POULTRY.

Chicken, - Kai Tsai	lb.	30
Capons, Large, Small, - Sin Kai	"	30
Ducks, - Ap	"	24
Doves, - Pan Kau	"	18
Eggs, Hen, - Kai Tan (cooking)	per doz	24
Fowls, Canton, - Kai	lb.	34
" Hainan, - Hoi Nam Kai	"	28
Geese, - Ngo	"	24
Pigeons, Canton, - Pak Kap	each	30
" Hoibow, - Hoi How Pak Kap,	"	25
Snipe, - Sha Tsai	each	23
Turkeys, Cook, - Fo Kai Kung	lb.	65
" Hen, - " Na	"	45

FISH.

Barbel, - Ka Yu	lb.	18
Bream, - Pin Yu	"	20
Canton Fresh Water Fish, - Hoi Sin Yu	"	17
Carp, - Li Yu	"	22
Catfish, - Ohik Yu	"	15
Codfish, - Mun Yu	"	16
Crabs, - Hai	"	24
Cuttle Fish, - Muk Yu	"	18
Dab, - Sha Mang Yu	"	14
Dace, - Wong Mei Lap	"	15
Dog Fish, - Tit To Sha	"	12
Eels, Conger, - Hoi Man	"	13
" Fresh water, - Tam Sui Yu	"	20
Eels, Yellow, - Wong Sin	"	32
Frogs, - Tin Kai	"	33
Gardou, - Shek Pan	"	45
Gudgeon, - Pak Kap Yu	"	18
Herrings, - Tao Pak	"	23
Halibut, - Cheung Kwan Kap	"	28
Labrus, - Wong Fa Yu	"	20
Loach, - Wu Yu	"	28
Lobsters, - Lung Ha	"	30
Mackerel, - Chi Yu	"	20
Monk Fish, - Mong Yu	"	32
Mr. Hot, - Chai Yu	"	20
Oysters, - Shang Ho	"	24
Parrot Fish, - Kai Kung Yu	"	12
Perch, - Tau Lo	"	24
Pike, - Fa Pau Fong	"	18
Plaice, - Pan Yu	"	14
Pomfret, Black, - Hak Chong	"	28
Pomfret, White, - Pak Chong	"	32
Prawns, - Ming Ha	"	40
Ray, - Pui Pa Sha	"	12
Rock Fish, - Shek Kru Kung	"	18
Roach, - Chun Yu	"	12
Salmon, - Ma Yau	"	35
Shark, - Sha Yu	"	8
Shark, - Po Yu	"	10
Shrimps, - Ha	"	24
Snapper, - Lap Yu	"	32
Sole, - Tat Sha Yu	"	32
Tench, - Wan Yu	"	20
Turbot, - Oho, - How Yu	"	20
Turtles, small, fresh water, - Keuk Yu	"	64

FRUITS.

Almonds, - Hang Yan	lb.	35
Apples (California), - Kam Shan Ping Kho	"	18
" (Chefoo), - Tin Chun Ping Kho	"	18
" Small, - Hoi Tong	"	18
Bananas, fragrant, Canton, - San Shing Hong Chiu lb.	"	8
" (brides), Macao, - San Heng Chiu	"	8
Chestnuts, Chinese, - Poong Lat	"	1

肉食

Carambola, —Young To	...	0	楊桃
Coconuts, —Yo Tse	...	each 12	椰子
Grapes—Po Tai Tse	...	lb. 30	葡萄
Lemons, China, —Ling Mung	...	6	金檸檬
" America, —Kam Shan Ling Mung	...	10	山檸檬
Lichoes Dried, —Lai Chi, small Stone	...	30	荔枝乾
" Fresh	...	30	荔枝
Oranges, (Canton)—Shan-shang Tim Ohing	...	lb	金桔
" Sweet	...	—	糖桔
Pears, (American), Kvu San Shool Lay	...	—	山雪梨
" (Canton), Cookee, —She Li	...	—	沙梨
Peanuts, —Fa Shang	...	10	花生
Persimmons Large, —Hung Tse	...	10	紅柿
Pine-apples, 1st quality, —Pan Ti Po Lo	...	each 8	紅
" 2nd, —Chung-tang Po Lo	...	—	本中
Plantain,—Tai Chiu	...	lb 3	地波蘭
Plums,—Swatow, Hung Lai	...	15	大波蘭
Pumelo, Siam, —Chim Lo Yan	...	each 15	紅西
" Shanghai, —Lo Kwat	...	—	林
Walnuts,—Hop To	...	lb 15	上核桃
" Green,—Sang Hop Tso	...	—	合山桃
Water Melon,—(Am.) Kom San Sai Kwa	...	each 1	合山瓜

VEGETABLES, &c.

Artichokes, Shanghai, - Sheung-hoi Ah Ohi	...	1b.	1
" Cheuk	...	1b.	1
Beans, (French), Macao, - Oh Moon Pin Tau	...	1	1
" (French) Shanghai, - Sheung Hai Pin	...	1	1
" Sprout, - Ah Ohi	...	8	1
" Long, - Tau Kok	...	10	1
Beet Root, - Hung Choi Tau	...	each	8
Bitter Squash, - Fa Kwa	...	8	1
Brijala, Green, - Ching Yuen Kwa	...	8	1
" Red, - Hung Ke	...	6	1
Cabbage, Chinese, (common), - Kai Tsoi	...	10	1
Cabbage, Shanghai, - Yo Tsoi	...	14	1
Cane Shoots, bunch, - Kau Shan	...	1b.	8
Carrots, - Kam Shun	...	12	1
Celery, Chinese, - Tong Kan Tsoi	...	12	1
Chillies Dried, - Kon Lap Chiu	...	30	1
" Red, - Hung Fa Chiu	...	18	1
" Green, - Ching Lap Chiu	...	12	1
Curry Stuff, English, - Ka Li Chiu Lin	...	10	1
Cucumbers, - Ching Kwa	...	each	2
Garlic, - Sun Tau	...	1b.	8
Ginger, young, - Sun Tse Keung	...	6	1
" old, - Lo Keung	...	8	1
Horse Radish, Shanghai, - Lik Kan	...	15	1
Indian Corn, - Suk Mai	...	each	5
Lettuce, - Young Shang Tsoi	...	1	1
Water Chestnuts, - Ma Tai	...	1b.	8
" Mandarin, - Kwai Lam Ma Tai	...	8	1
Mushrooms, Fresh, - Shang Oho Ko	...	35	1
Musk Melon, Amer. - Kam-san Hong Kwa	each	1	1
Okra, -	...	1b.	12
Onions Bombay, - Young Chong Tau	...	8	1
" Green, - Shang Chong	...	6	1
" Shanghai, - Sheung-hoi Chong Tau	...	6	1
Parsley, - Kun Tsoi	...	1b.	8
Green Peas, - Ching Tau	...	1b.	8
Potatoes, Sweet, - Fan Ghu	...	3	1
" Shanghai, - Sheung-hoi Shu Tse	...	1	1
" Japan, - Yut Pan Shu Tse	...	3	1
" American, - Fa Ki Shu Tse	...	8	1
Poochow, - Foo-chow Shu Tse	...	1	1
Pumpkin, - Tong Kwa	...	3	1
Radish, - Hung Lo Pak Tse	...	5	1
Rhubarb (Fresh), - Tai Wong	...	12	1
Sage, - Tse So	...	8	1
Shallots, - Kon Chung Tau	...	8	1
Spinach, - Yin Tsoi	...	5	1
Tomatoes, - Fan Ke	...	8	1
Taro, - Wu fan	...	6	1
Turnips Punti, (Long), - Lo Pak	...	5	1
" English, - Young Lo Pak	...	5	1
Vegetable Marrow, - Chit Kwa	...	4	1
" (American), - Kam-san Shu Tse	...	1	1
Water Cress, - Sai Young Tsoi	...	15	1
" Lily root, - Lin Ngu	...	6	1
Yams, - Ts Shu	...	6	1
" English, - Young Kan Choi	...	1	1
" Tau	...	1	1

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S.-SELLERS SA.-SALES B.-BUYERS H.-HOLDING

STOCK.	To-day's Closing Price	Number of Shares	Par Value	Paid Up	1914.		1915.		1915.		Last Dividend and Date
					Highest	Lowest	Highest, 15th Jan. to now	Lowest, 15th Jan. to now			
Banks.											
H'kong & Shanghai Banking Corp.	{ \$790 b. \$71/-	12,000	\$125	all	855	July	700	Oct.	790	780	{ £2.3/- at ex 1/105% equal to \$22.80 for 1/2 year ending 30/6/14
Marine Insurances.											
Canton Insurance Office, Ltd.	240	10,000	\$50	50	350	Dec.	305	Oct.	340	340	{ Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	t. 160	10,000	£15	5	145	May	133	Jan.	160	145	{ Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of Canton, Ltd.	\$790	2,400	\$250	100	847 1/2	April	700	Oct.	\$790	\$785	{ Final of \$20 making \$50 for 1912 and Interim of \$30. for 1913
Yangtze Ins. Assoc. Ltd.	\$205	12,000	\$100	60	20	April	192 1/2	Jan.	205	200	{ Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
Fire Insurances.											
China Fire Ins. Co., Ltd.	\$150	20,000	\$100	20	160	July	140	Oct.	150	150	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	\$385	8,000	\$250	40	395	Feb.	368	April	385	385	\$27 for 1912
Shipping.											
China & Manila S.S. Co., Ltd.	\$46	30,000	\$25	all	10	Jan.	5 1/2	Dec.	6 1/2	6	\$1 for 1906
Douglas Steamship Co., Ltd.	\$30	20,000	\$50	all	36	Mar.	27 1/2	Nov.	30	30	\$3 for year ending 30/6/14
Hongkong C. & M.S.S. Co., Ltd.	19	80,000	\$15	all	29 1/4	Jan.	22	Dec.	21	19	{ Interim of 50 cts. for 1/2 year ending 30/6/14
Indo-China Steam Navigation Co., Ltd.	\$66	{ 60,000 60,000	{ \$5 £5	{ all all	{ 79 79	{ Jan. Jan.	{ 60 60	{ Sept. Sept.	{ 66 66	{ 66 66	{ Final of 3% making 6% on pre- ferred shares & 5% on de- ferred shares for year 1913
Shell Transport & Trading Co., Ltd.	82/-	3,797,610	£1	all	106/-	Feb.	70/-	Sept.	82/-	79/-	{ Interim of 1/- a/c 1915 C. No. 23
Star Ferry Company, Ltd.	\$37	40,000	\$10	all	48	Mar.	40	Nov.	37	37	{ \$1.70 per share and bonus of 30 cents per share for year ending 30/4/14
Refineries.											
China Sugar Refining Co., Ltd.	\$86	20,000	\$100	all	96 1/2	Feb.	70	Nov.	85	85	\$3 for 1912
Luen Sugar Refining Co., Ltd.	\$13 1/2	7,000	\$100	all	31	Jan.	17	Dec.	14	13 1/2	\$3 for 1897
Mining.											
Kailan Mining Admin'n.	32/-	1,000,000	£1	all	41/-	Feb.	33/6	Dec.	33/6	32/-	{ Final of 5% Coupon No. 4 making 10% for year end- ing 30/6/14
Raub Australian Gold Min- ing Co., Ltd.	\$2.35	200,000	£1	all	3.10	Jan.	1.90	Nov.	2 1/2	2.35	{ 1/2 for 1909
Ironoh Mines Ltd.	27/6	160,000	£1	all	39/-	Feb.	19/6	Nov.	25/6	25/6	{ 1/- mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.											
Hongkong & K.W. & G. Co., Ltd.	\$70	60,000	\$50	all	89	Jan.	73	Nov.	70	68 1/2	\$3.50 for year 1913
H'kong & W'pea D. Co., Ltd.	\$57 1/2	50,000	\$50	all	77	Jan.	53	Oct.	57 1/2	57 1/2	\$3 dividend for year 1913
Shanghai Dock & Eng. Co., Ltd.	51	55,700	t. 100	all	60	July	50	Dec.	51	50	Tls. 5 for 1913
Shanghai & H'kew W. Co., Ltd.	92	66,000	t. 100	all	109	Jan.	82 1/2	Dec.	90	85	Interim of Tls 3 for 1913
Lands, Hotels and Buildings.											
Anglo French Lands	t. 94	25,000	t. 100	t. 100	—	—	—	—	94	94	Tls. 6 on 29.2.10.
H'kong Hotel Co., Ltd.	\$124	12,000	\$50	25	128	July	120	Dec.	124	123	{ \$3.50 for half year ending 30/6/14
H'kong Land Investment Co.	\$114	50,000	\$100	all	117 1/2	July	98	Nov.	114	114	{ \$3 for year ending 30/6/14
Empire Estate & F. Co., Ltd.	\$7 1/2	150,000	\$10	all	9 1/2	Jan.	7	Nov.	7 1/2	7 1/2	{ 50 cents for 1913
H'loon Land & Building Co., Ltd.	\$44	60,000	\$50	30	45 1/2	Jan.	44	Feb.	44	44	{ \$2.80 for 1913
Shanghai Lands	98	78,000	t. 50	all	98	Dec.	89	Oct.	98	98	{ Interim of 5 p.c. for year end'g 30.6.13
West Point Building Co., Ltd.	\$71	12,500	\$50	all	73	June	66	Feb.	71	71	{ \$2.00 for half year ending 30.6.14
Manila M'pole Hotel	p. 8	15,000	p. 10	all	—	—	—	—	8	8	{ 15 per cent. for 1910
H'kong Central Estates	\$99	10,000	\$100	all	—	—	—	—	100	99	{ First year.
Cotton Mills.											
Two Cotton S. & W. Co., Ltd.	t. 130	20,000	t. 50	all	138	July	125	May	130	125	Tls. 12 for year ending 31/10/14
Hongkong Cotton Co.	\$6	125,000	\$10	all	8 1/4	Mar.	7	June	6 1/2	6	{ 50 cents 31/7/08
Chung Yik	11 1/2	75,000	t. 10	all	14 1/2	Jan.	11	Mar.	12 1/2	11 1/2	{ Tls. 1.20 for year ending 30/11/14
Laou Kung Mow	73	8,000	t. 100	all	110	Feb.	70	Mar.	75	75	{ Tls. 12 for 1913
Shanghai Cottons	t. 84	40,000	t. 50	all	135	Feb.	70	Nov.	84	78	{ Tls. 10 for year ending 30/6/13
Miscellaneous.											
China Borneo Company, Ltd.	\$11	60,000	\$12	all	12	May	10	Dec.	11	10 1/4	\$1.20 for 1913
China Light & Power Co., Ltd.	{ \$4	50,000	\$5	all	4.90	July	4	April	4	4	{ 6% for year ending 28.2.06
Do. (Spec. shares)	—	50,000	\$1	all	—	—	—	—	—	—	—
China Prov't. L. & M. Co., Ltd.	8	200,000	\$10	all	9	Jan.	7	Nov.	8	7.85	{ 70 cts. for 1913.
Dairy Farm Company, Ltd.	\$35	40,000	7 1/2	6	39	June	35	Aug.	35	35	{ \$1.50 for year ending 31/7/14
Green Island Cement Co., Ltd.	53 1/2	400,000	\$10	all	6.90	Jan.	5	Dec.	52	5.40	{ 40 cts. for 1911.
Hongkong Electric Co., Ltd.	\$36 1/2	90,000	\$10	all	49	Jan.	36	Nov.	37	37	{ \$1.80 per share for 1913
Hongkong Ice Company, Ltd.	\$190	5,000	\$25	all	217 1/2	July	174	Dec.	190	190	{ Interim of \$2 1/2 a/c 1914
Hongkong Rope Mfg. Co., Ltd.	\$25	60,000	\$10	all	25	June	22	Apr.	25	25	{ \$2 for 1913
Hongkong Tramway Co., Ltd.	5 1/2	325,000	5/-	all	13/-	July	7/-	Feb.	5 1/4	5	{ Final div. of 6d. making 7 1/2 d. per share for 1913
Langkats	t. 42 1/2	250,000	£10	all	64 1/2	Mar.	28	Dec.	38	35	{ Interim of T. 1 making T. 2 a/c 1913.
Peak Tramway Co., Ltd. (Old)	\$10	25,000	\$10	all	10 1/2	Jan.	9 1/4	June	10	10	{ 80 cts. on fully paid shares and 8 cts. on 1/4 paid shares for year ending 30.4.14
Do (New)	90 cts.	50,000	\$10	all	93 cts.	Jan.	75 cts.	Dec.	90 cts.	75 cts.	—
Philippines Ld.	\$5	75,000	\$10	all	—	—	—	—	5	5	{ None
J. Price & Co., Ltd.	\$6	—	—	10	—	—	—	—	6	6	{ \$1.50 for 1910.
Societes Pulpes et Papier eries du Tonkin	{ \$20	13,200	\$50	all	—	—	—	—	20	20	{ None
Shanghai Sumatras	\$150	19,000	t. 20	all	—	—	—	—	135	135	{ No dividend this year.
Steam Laundry Co., Ltd.	\$4	20,000	\$5	all	5.00	June	4	Nov.	4 1/4	4	{ 35 cts. for year ending 31/5/14
Union Water-boat Co., Ltd.	\$18	50,000	\$10	all	22 1/4	Feb.	17	Jan.	18	18	{ \$1.25. per share for year end- ing 31.12.1913
Watson and Co., Ltd.	\$7	90,000	\$10	all	8 1/2	April	6.90	Dec.	7	7	{ 70 cts. for 1913
William Powell, Limited.	\$6 1/2	2,1500	\$7	all	9 1/2	Jan.	6 1/2	Dec.	6 1/2	6 1/2	{ 50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
J. C. Morning Post	\$29	6,000	\$25	all	30	June	29	Dec.	29	29	{ \$1. Interim a/c year 31.8.14

THE ALEXANDRA CAFE
 Cannot be Beaten, if Equalled
 For Bread, Cakes, Confectionery
 and meals with Wines & Liquors

THE PERU OIL FIELD.

A Matter Concerning some Hongkong Shareholders.

There are Hongkong share holders who will read with interest a reprint which we give below from an American paper. The London Pacific Petroleum Co., Ltd. is a company with which Mr. Henry Keswick, M.P., and various other Hongkong business men have been long concerned. Under the heading: "Standard Company enters Peru Oil Field" our contemporary says:

The entrance of the Standard Oil Company of New Jersey into the Peruvian oil fields through the acquisition of three large operating concerns in the South American republic, as announced in recent press despatches from the East, brought to a successful termination negotiations which have been pending since 1910, when the Standard interests failed to secure the coveted control of the country's petroleum resources. The deal is the largest undertaken by the Rockefeller interests since the dissolution of the original Standard Company by the United States Supreme Court, and it is generally believed to be another move in the fight for supremacy between the great American concern and its most formidable rival, the Royal Dutch-Shell combine.

The Peruvian deal was handled by the Standard's Canadian subsidiary, the Imperial Oil Company, and it was virtually consummated at a stockholders' meeting of the latter corporation held at Sarnia, Ontario, less than two weeks ago. The Peruvian companies involved in the deal are the West Coast Oil Fuel Company, Limited; the London and Pacific Petroleum Company, Limited; and the Lagunitas Oil Company, Limited, all of which have been practically taken over by the Imperial Oil Company, for which Messrs. Balfour, Guthrie & Co. are agents. These three companies, together with the Lobos Oilfields, Limited, will be merged into one concern under the name of the International Petroleum Company, which was formed by the Standard's Canadian subsidiary.

The plan of organisation involves the exchange of the stock holdings of the Imperial Company in the companies to be merged for shares in the newly organised International Petroleum Company, of which Mr. Henry Keswick, M.P., is Chairman. Mr. W. O. Teagle, who was formerly a director of the company and who successfully fought the attempt to oust the Standard from Germany, played an important part in negotiating the plans for the merger.

What effect the ultimate outcome of the deal will have on the California oil industry is problematical, but it is known that one of the companies involved in the merger operates near the coast and is in a position to ship to South American markets, which were liberal buyers of California's fuel oil before the outbreak of the European war.

While actual conditions in the marketing and producing branches of the California oil industry remain about the same as for the last several months, the outlook is steadily growing more encouraging, and advices from all fields indicate that operators are busy preparing for a return of better times. The demand for light oils has shown some improvement of late, while the situation as to low-gravity products remains about the same, according to a statement given out by a high official of one of the big marketing companies last week.

News comes from the fields that leases in widely separated districts, which have been idle for some time, are being put into shape for a resumption of active drilling, in anticipation of a general improvement in the demand at the wells. The effects of the war are gradually wearing off, and it seems to be the consensus of opinion that normal conditions will be restored during the first half of the new year, provided no unforeseen circumstances arise to interfere with the progress now being shown.

Work will be resumed immediately on the lease of the Mascot

Oil Company, on section 26, 32-23, in the Midway field, following instructions received by the superintendent, Mr. J. N. Ripple, from the Vice-President, Mr. M. Thompson. The Mascot is one of the pioneer leases on Twenty-five hill, having been organised in 1901 by Colonel Timothy Spelley, and there are thirty-nine wells on the property, all of which will be put on the pump at once.

The Mascot production is all low grade, nothing above 18 degrees gravity being produced on the lease. The output approximates 40,000 barrels a month, and the order to resume operations makes it evident that a market for this production has been found. Colonel Spelley, president of the Mascot company, is one of the most optimistic operators in California, and even during the recent period of depression he always maintained that the fuel oil situation was certain to show a decided improvement at an earlier date than most producers figured on.

The Mascot lease has been shut down twice within the last two years. Work was suspended when the Standard's memorable order taboos the purchase of less than 18 gravity oil went into effect, early last year, but operations were subsequently resumed and the company was restored to a dividend-paying basis. The lease was shut down for the second time a few months ago, when the company's contract with the Union expired and war conditions made a renewal impossible.

The United Development Company, which was organised in 1909 and started drilling for oil on land in dispute between the Southern Pacific and the Federal Government, has secured a lease of the property from the railroad company in conjunction with the Oil Exploration Company. The latter company, which was headed by officials of the Canadian Pacific Railroad, entered into an agreement with the United Development Company and proceeded to drill for oil in expectation that the railroad company would lose its suit with the Government for possession of the land, which is situated in the Coalburg field.

Three wells were producing on the property, which comprises 440 acres on sections 17, 20-15 and 19, 20-15, when the Supreme Court decision in the Edmund Burke case left the United Development without any hope of securing a patent. In view of this fact the leasing arrangement with the Southern Pacific is something of a surprise. According to officials of the company, the lease is to run for twenty years, with the privilege of renewal as long as the three wells produce a minimum of ten barrels a day.

Death of Mr. George Gottlieb. News has been received by cable of the death at Cairo on the 10th inst. of Mr. George Spencer Harris Gottlieb, barrister-at-law and advocate at the Court d'Appel, eldest son of the late Mr. Felix Henry Gottlieb, formerly senior Magistrate and Protector of Indian Labour at Port Swettenham. Mr. Gottlieb, says the *Pingang Gazette*, was very well known in Penang some ten years ago and the news of his death will be received with regret by his many friends both here and in other parts of Malaya. Deceased also held the post of advocate at the Court d'Appel and Legal Adviser to the American Agency and Consulate-General at Cairo. Mrs. Mills, wife of Commander Mills, Harbour Master at Port Swettenham, is a sister of the deceased. A younger brother (Mr. F. H. V. Gottlieb) sailed from England on January 9 by the P. and O. Medina to resume his appointment as Registrar of the Supreme Court, Straits Settlements.

SILIMPON GOAL.

BUNKERS

can be supplied at cheap rates. SANDAKAN & SEBATTIK (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

Ships' Letter Boxes.

1. It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.

2. Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.

3. Shipmasters are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.

4. Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide consignees' letters which should be left open for inspection when required.

5. Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.

6. Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence posted in the Ships' Letter Boxes or received by Ships' Officers at the ports from which they sailed, or anywhere on route to Hongkong.

War risks are not covered by postal registration or insurance.

THE PARCEL POST AND INSURED LETTER SYSTEM TO BRAZIL IS SUSPENDED.

NOTICE IS GIVEN THAT ALTHOUGH EVERY POSSIBLE PRECAUTION IS TAKEN TO SECURE THE SAFETY OF ALL USUAL PACKAGES, THE POST OFFICE CANNOT BE RESPONSIBLE FOR ANY LOSS OR DAMAGE WHICH MAY BE DONE TO THE ACT OF THE KING'S ENEMIES. UNTIL FURTHER NOTICE NO LETTERS, BOXES, OR PARCELS FOR BELGIUM, BRAZIL, GERMANY, OR AUSTRIA, OR NO LETTERS, BOXES, OR PARCELS FOR MALTA CAN BE ACCEPTED FOR INSURANCE.

Services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended as are also the Parcel Post services to France and Belgium.

The Public are informed that Gold and Silver in coin or Bullion or Paper Money cannot be accepted for transmission through the Post without a permit issued by the Superintendent of Imports and Exports.

The Oriental, with the English Mail left Singapore on Friday, the 22nd inst., and is due to arrive here tomorrow.

The Nubla, with the mail from London (via Siberia) of Thursday, the 24th Dec. is due to arrive here on Thursday the 28th inst.

MAILS DUE.

English Mail, Oriental, 27th inst.

Siberian, Nubla, 28th inst.

MAILS CLOSE TO-MORROW.

Shanghai, North China & Japan & Korea

9 a.m. — PER COLOMBOMARU, 27th

9 a.m. — Straits, Burmah, & India via Calcutta —

HAKATA M., 27th inst., 11 a.m.

Wei-hai-wei & Ching-wang-tao — PER

WIMBLEDON, 27th inst., 11 a.m.

Swatow — PER HAIMUN, 27th Jan. noon.

Japan via Kushinetsu, Victoria,

London, Vancouver, Tacoma and

Seattle — PER OANFA, 27th

inst., 3 p.m.

Holbow & Haiphong — PER LOKSANG,

27th inst., 4 a.m.

Shanghai & North China

(Europe via Siberia) — PER

ORIENTAL, 27th Jan., 4 p.m.

(Tientsin-Pukow Railway Shanghai Br.

P. O. Monday, 1st Feb.)

THURSDAY, 28th Jan.

Straits, Ceylon, Malacca, & U. Kingdom

— PER KATORI M., 28th inst.,

9 a.m.

Japan via Moll, Victoria and

Tacoma & United Kingdom via

Canada — PER TACOMA M.,

28th inst., 2 p.m.

Shanghai and North China

(Europe via Siberia) — PER

ORIENTAL, 28th Jan., 3 p.m.

(Tientsin-Pukow Railway Shanghai Br.

P. O. Monday, 1st Feb.)

FRIDAY, 29th Jan.

Straits, Batavia, Cheribon, Samarang &

Sourabaya — PER BANRI M.,

29th inst., 10 a.m.

Straits, Burmah, Ceylon, Aden,

India, Western Australia, India,

Aden, Egypt, and Europe

— PER LATE LETTERS, 29th inst., 10 a.m.

Letters posted in the Pillar

Boxes in time for the first

clearance will be included in

this contract mail. The parcel

mail will be closed on Thursday

the 28th inst., at 5 p.m. — PER

NUBLA, 29th inst., 11 a.m.

Swatow, Amoy & Foochow — PER

HAICHOW, 29th Jan., 1 p.m.

SHIPPING NEWS.

ARRIVED.

Haimun, Br. s.s. 641, Stewart, 26th inst. — Swatow, 25th inst. Gen. — D. L. & Co.

Radnorshire, Br. s.s. 7,999, Willa, 25th inst. — Manila, 22nd inst. Gen. — J. M. & Co.

Fakhoi, Br. s.s. 1,223, D. Davies, 25th inst. — Shanghai, 21st inst. Gen. — D. & S.

Fausang, Br. s.s. 1,410, H. S. Malkin, 26th inst. — Kobe, 17th inst. Gen. — J. M. & Co.

Kueichow, Br. s.s. 1,320, Forsyth, 26th inst. — Haiphong, 22nd inst. Gen. — B. & S.

Standard, Norw. s.s. 594, H. B. Dull, 26th inst. — Haiphong, 25th inst. Gen. & Rice, — J. & Co.

Holyoaki Maru, Jap. s.s. 1,493, S. Fujie, 26th inst. — Moll, 21st inst. Gen. — O. S. K.

Colombo Maru, Jap. s.s. 2,919, O. Sadamata, 26th inst. — Singapore, 18th inst. Gen. — N. Y. K.

DEPARTED.

January 25.

Lookang for Yokohama via Swatow
Dajin Maru for Tamsui via Swatow
Dajin Maru for San Francisco
Sibbitoro Maru for Bombay via S'pore
Hong Bee for Singapore via Amoy
Sumatra for Yokohama via Shanghai
Liangchow for Shanghai
Uir for Bangkok
Cyrolops for London via Manila
Giangyie for Fort Lauderdale via Shanghai
Lycan for Cebu via Shanghai
Mentor for London via Singapore
Chelan Maru for Haiphong
Jade for Haiphong

CLEARANCES AT THE HARBOUR OFFICE.

January 25.

Tamsui for Swatow & Shanghai
Sungkiang for Haiphong via Pakhoi

January 26.

Till for Saigon
Changya for K. C. Wan
Tenn for Iloilo via Manila
Phranang for Haiphong
Hue for Haiphong via K. C. Wan
Tenyo Maru for San Francisco via S'hai
Pakhoi for Canton
Haitan for Foochow via Swatow
Kanchow for Shanghai
Wuhu for Haiphong
Kalgan for Bangkok
Hanoi for Haiphong via Hoihow
Hangsang for Shanghai via Swatow
Oasfa for Tacoma via Kueichow

PASSENGERS ARRIVED.

Per s.s. Pakhoi from Shanghai — Mr Campbell.

Per s.s. Kueichow from Haiphong etc. — Madame Holis & Mr Eronte.

SATURDAY, 30th Jan.

Haiphong — PER KAIFONG, 30th inst., 10 a.m.

Siberian Mail. Shanghai, North China and

(Europe via Siberia) — PER

ORIENTAL, 30th Jan., 4 p.m.

(Tientsin-Pukow Railway Shanghai Br.

P. O. Thursday, the 4th Feb.)

Haiphong — PER HOIHOW, 30th Jan., 4 p.m.

SUNDAY, 31st Jan.

Swatow — PER HAIMUN, 31st Jan., 9 a.m.

Swatow, Amoy & Formosa via Tamsui —

PER DAIGI MARU, 31st Jan., 9 a.m.

MONDAY, 1st Feb.

Swatow, Amoy & Foochow — PER KALJO,

MARU, 1st Feb., 11 a.m.

TUESDAY, 2nd Feb.

Philippine Is. — PER KUEICHO, 2nd

Feb., 11 a.m.

Swatow, Amoy & Foochow — PER HAI-

YANG, 2nd Feb., 1 p.m.

Swatow, Amoy, Formosa via Amoy and

Takao — PER SOSHU M., 2nd

Feb., 4 p.m.

TRUESDAY, 4th Feb.

Philippine Island and Japan

via Moll, Victoria, B.C., Seat-

tle, Wash., & U. Kingdom via

Canada — PER PANAMA M.,

4th Feb., 2 p.m.

SATURDAY, 6th Feb.

Philippine Is., Australia, Tas-

mania, New Zealand and New

Guinea via Thursday Island —

PER PANAMA, 6th Feb., 10 a.m.

TUESDAY, 9th Feb.

Philippine Island and Japan

via Nagasaki, Honolulu, Uni-

ted States, South America via

S. Francisco & U. Kingdom

via Canada — PER NIPPON M.,

9th Feb., 9 a.m.

Oysters, Fresh, Fried or Stewed

Fladen, Haddock, Kippers &c.

ALEXANDRA CAKE.

WEATHER REPORT.

On the 26th at 11.00 — The anticyclone has moved eastwards and now covers Japan, where pressure has increased moderately. Slightly to moderate decreases have occurred at most other stations. A depression is indicated over the Lower Yangtze Valley.

Moderate to light easterly winds will prevail over the north part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 9.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	E. and S.E. winds, moderate to light; fair to cloudy.
2 Formosa Channel	N.E. winds, moderating.
3 South coast of China between H.K. and Lamook	The same as No. 1.
4 South coast of China between H.K. and Haimun	The same as No. 1.

China Coast Meteorological Register.

26th Jan., a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds.	Weather.
W'atsook	7a	30.32	6	50	0	s
Namuro	6a	30.44			sw	1
Hakodate	"	30.44			n	1
Tokio	"	30.46			sw	1
Kobe	"	30.45			sw	1
Nagasaki	"	30.37			se	3
Yokohama	"	30.41			n	1
Osaka	"	30.34			sw	1
Naha	"	30.26			no	1
Ishikawa	"	30.19			e	3
Bonin Is.	"	30.24			no	1
Chaoou	"					
Wharfedale	"	30.35	34	90	n	1 cm
Hankow	"					
Ichang	"					
Kiungking	"					
Changsha	"					
Shanghai	"	30.11	46		se	2 o
Guthrie	"	30.11	48		se	4 o
Sharp P.	7a	30.13	58			0 o
Amoy	"	30.11	56	87	w	2 o
Swatow	"	30.11	57	87	nne	1 o
Taihou	5a	30.13			sw	2
Taihou	"	30.13			no	2
Taihou	"	30.13			n	6
Koshun	"	30.09			o	10
P'ores	"	30.12			no	8
Canton	6a	30.10	59	76	e	1 o
H'kong	"	30.07	64	82	ese	3 o
Cap Hook	"	30.05			e	4 o
Wuhow	9a					
Hohow	"					
Phullen	6a	30.01	64		se	3 o
Touane	"					
C. St. J.	"	29.98	73		ne	4 o
Amoy	"	30.02	71		o	0
Manila	"	30.02	71		o	0
Legaspi	"	30.02	78		no	1 b
Iloilo	9a	30.03	79		ne	1 c
Bacolod	"				n	1 b
Cebu	"	30.04	82		o	1 b
Labuan	"					

T. E. Claxton, Director.

Hongkong Observatory, Jan. 26.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.</